

THE
YORKSHIRE



INSURANCE

**COMPANY,
LIMITED**



YORK, ENGLAND.
ESTABLISHED 1824

ELKINS BROTHERS LIMITED
GENERAL AGENTS
850 HASTINGS STREET W.
TELEPHONE SEYMOUR 5121

Hon. N. S. Lougheed,
Minister of Public Works,
Parliament Buildings,
Victoria, B.C.

VANCOUVER, B. C.

July 22nd, 1929.

AUG 30 1929

Dear Mr. Lougheed: Re Fire Risk on New Westminster Bridge.

The Department under your charge is doing such excellent work, building trunk road from the above to Chilliwack, that I cannot resist writing to suggest special precautions be adopted to prevent fire destroying the link which we have with the south side of the Fraser Valley, where your roads are now being built.

The woodwork on the bridge flooring is old, dry and saturated with oil from motor cars and a cigarette end in a high wind, especially if the traffic were blocked on account of the span being open, or a motor car catching on fire, might prove disastrous.

It is realized how you want to make 100% use of every dollar you spend in your Department, but it might prove advantageous to your plans if a small sum of extra money was spent for fire prevention and the Fire Warden (or some other Government Official) look into this very important subject so as to arrange, before a fire starts, to have every possible loophole of risk provided against.

You know some years ago we half burned down the Connaught Bridge in this City, surrounded as it was by City fire halls, and the Exhibition Buildings adjoining the Bridge at Westminster gave an expensive demonstration of how easy it is to burn up wooden structures.

My only object in writing the above is to co-operate with the Government, which is the duty of every citizen.

Yours faithfully,

[Signature]

JE/P.

The Deputy Minister

s22

Public Works
RECEIVED
1929
VICTORIA B. C.

July 16 1929

copy

Re New Westminster Bridge.

A suggestion made in your office on June 8th 1929 for an overhead Bridge to overcome the ever increasing traffic between the U.S.A. and Canada as well as eliminating the need of constructing a new bridge at this point for some years to come is placed before you Sir for consideration.

A rise of 10 feet in the middle span would possible do away with the need of stopping the traffic while lower bridge would be open, in this way a continuous drive would be made from one side to the other without interruption.

A toll of 35 cents would soon pay for the new construction made possible by the overhead and making possible an endowment or revenue to place Maternity and General Hospital of this district on free list, for medical and hospital care as a form of Social Insurance. Your meeting with accident in district treated free regardless of race or nationality. With this suggestion and commercial value to your government and department which you represent is so your consideration would be greatly appreciated. I have the honor to be Sir
Your Obedient Servant.

s22

June 27th, 1928.

George Snider Construction Co.Ltd.,
637 Granville Street,
Vancouver, B.C.

Dear Sirs:

Retaining Wall, North Road
Approach to New Westminster
Bridge.

As it has been decided to hold the
above work in abeyance for the time being, I
am returning herewith your deposit cheque.

The opportunity is taken to thank
you for figuring on this work.

Yours truly,

Deputy Minister and
Public Works Engineer.

/PFP

June 27th, 1928.

King & Moncrieff Construction Co.Ltd.,
910 Dominion Building,
Vancouver, B.C.

Dear Sirs:

Retaining Wall, North Road
approach to New Westminster
Bridge.

As it has been decided to hold the
above work in abeyance for the time being, I
am returning herewith your deposit cheque.

The opportunity is taken to thank you
for figuring in this connection.

Yours truly,

/PFP

Deputy Minister and
Public Works Engineer.

June 27th, 1928.

Stuart Cameron & Co.Ltd.,
815 Bower Bldg.,
Vancouver, B.C.

Dear Sirs:

Retaining Wall, North Road
Approach to New Westminster
Bridge.

It has been decided to hold the above work in abeyance for the time being, and I am, therefore, returning herewith your deposit cheque.

The opportunity is taken to thank you for figuring in this connection.

Yours truly,

/PFP

Deputy Minister and
Public Works Engineer.

June 27th, 1928.

J.A.Mackenzie, Esq.,
1870 - 33rd Ave. W.,
Vancouver, B.C.

Dear Sir:

Retaining Wall, North Road
Approach to New Westminster
Bridge.

In accordance your letter of the 21st instant, your cheque is being returned herewith.

In any case it has been decided by the Department to hold the work in abeyance for the time being.

The opportunity is taken to thank you for your trouble in tendering in this connection.

Yours truly,

/PFP

Deputy Minister and
Public Works Engineer.

June 27th, 1928.

Fraser River Pile Driving Co.Ltd.,
New Westminster, B.C.

Dear Sirs:

Reatining Wall, North Road
Approach to New Westminster
Bridge.

As it has been decided to hold the
above work in abeyance, I am returning herewith
your deposit cheque.

The opportunity is taken to thank you
for your tender in this connection.

Yours truly,

/PFP

Deputy Minister and
Public Works Engineer.

June 27th, 1928.

Dawson, Wade & Co. Ltd.,
903-5 Bekins Bldg.,
Vancouver, B.C.

Dear Sirs:

Retaining Wall, North Road
Approach to New Westminster
Bridge.

As it has been decided to hold the
above work in abeyance for the time being, I
am returning herewith your deposit cheque.

The opportunity is taken to thank
you for your tender in this connection.

Yours truly,

HWE/PFF

Deputy Minister and
Public Works Engineer.

June 27th, 1928.

General Construction Co. Ltd.,
1220 Vancouver Block,
Vancouver, B.C.

Dear Sirs:

Retaining Wall, North Road
Approach to New Westminster
Bridge.

I wish to acknowledge receipt of your letter of June 23rd, and have to advise that the above work is being held in abeyance for the time being.

Your deposit cheque is, therefore, being returned herewith.

The opportunity is taken to thank you for your tender in this connection.

Yours truly,

/PFF

Deputy Minister and
Public Works Engineer.

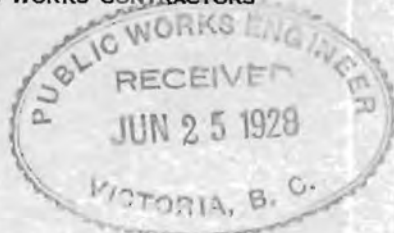
GENERAL CONSTRUCTION CO. LTD.

SUCCESSORS TO
A. B. PALMER CO. LTD.

ASPHALT & CONCRETE PAVING
ROAD SPRAYING
DITCHING & DIKING
PUBLIC WORKS CONTRACTORS

1220 VANCOUVER BLOCK

VANCOUVER, B. C.,



June 23rd, 1928.

Deputy Min. & Pub. Wks Engineer,
Parliament Bldgs,
Victoria, B. C.

Dear Sir:

File No. 3077 New Westminster District.
Approach to New Westminster Bridge.

With reference to our tender for the above work we wish to advise you that our prices did not include any responsibility for the taking care of the B. C. Electric Railway line.

We have gone into this matter and find that it would not be possible to give a stated sum for this work, and therefore we would be willing to undertake this work on a cost plus 10% basis.

Yours truly,

GENERAL CONSTRUCTION CO. LTD.

per.

J. Boyd

JB:KW

241908

all tenders
CHAS. H. R. [unclear]
DM&P.W.E.



Vancouver June 21st/28 3077

Mr. Mackenzie of Public Works
Victoria B.C.

Dear Sir -

I beg leave to withdraw
my tender on New Westminster Re-
taining wall. Since submitting
the tender I have secured other work
which will take all my time.

Please advise.

Yours truly
J. A. Mackenzie

1870- 33rd Ave W.
Vancouver.

241849

D. M. & P. W. E.

June 20th, 1928.

New Westminster District
Retaining Wall - North Approach
to New Westminster Bridge.

Dear Sir:

I have forwarded you today, under separate cover, two sets of amended plans (#716 sheets 2 and 3) of the above named.

By reference to Sheet 3, you will see that we have increased the size of the wall from Sta. 0 - 00 to 1 - 50 owing to the proximity of the B. C. E. R. tracks.

Yours obediently,

Deputy Minister and
Public Works Engineer.

E.H. Verner, Esq.,
Dist. Engineer,
New Westminster, B.C.

GMD:AL

Mr Philip

File 3077

Dwg. 716

New Westminster District
Retaining Wall

- (1). See letter 240883 and reply dated June 8th, by which the following points should be taken up with Contractor before contract is signed and, if necessary, adjustment made.
 - (a) Removal of Existing Crib - should have been mentioned in specification: Also query and decide ownership of old timbers.
 - (b) Contractor to be responsible for safeguarding B.C.E.R. by careful shoring and Bulkheading, etc., (vide clause 18 Agreement.) Wall is very close to B.C.E.R. from 0+22 to 1 + 25.
 - (c) Ref. Clause 7 of specification - Mr. Verner proposes closing road and using N.E. approach. Contractor should agree to Barricade and put lights.
 - (d) Explain to Contractor possible need of piling when there is a fill as per Mr. Verner's letter. 241327
 - (e) Quantities are slightly changed - see sheet 3 of plan and also Department's estimate.
 - (f) Sheets 2 & 3 of plan should be handed contractor.
- (2). A letter to Mr. Verner should be written covering sheet 3 of plan and explaining that:
 - (a) From 0 to 1 + 50 we thought it advisable to increase size of wall to 0.45 H, owing to proximity of tracks.
B"
 - (b) In absence of a survey of center line of wall - stations have been scaled - original profile apparently being on surveyed traverse and being longer than actual wall.
 - (c) There may be difficulty in obtaining full 30' wide roadway at one point; on the plan the 30 foot scale to outer edge of top of wall, no allowance being made for the 1 in 6 batter, and 28 feet may be the limit obtainable at this point.

OVER

*Also - Should we send Plan to B.C.E.R. for approval?
They are vitally concerned.*

- (3) There appears to be a manhole - possibly for a conduit - this has not been mentioned by Mr. Verner nor in the specification. Should find out and allow for if necessary.
- (4) When asking for a Work Order, see Mr. Verner's total estimate, including surfacing, watchman, possible piling and contingencies and totaling \$24,766.68 - letter 241327.

June 27. 1928
1757- 3rd Ave. E.
Vancouver B.C.



The Honorable
The Minister of Public Works:
Victoria B.C.

Dear Sir:-

We submitted tender for sea wall
at New Westminster which was to be opened June
16th. Our deposit check of fifteen hundred dollars
has not yet been returned although it is
apparent that we were not the successful
bidder.

Yours Truly
M. J. G. & Co.
J. J. G.

242270

C. A.

June 27th, 1928.

Messrs. McLean & Giddings,
1757 - 3rd Ave.E.,
Vancouver, B.C.

Dear Sirs:

Retaining Wall, North Road
Approach to New Westminster
Bridge.

As it has been decided not to go ahead
with the above work for the time being, I am re-
turning herewith your deposit cheque.

The opportunity is taken to thank you
for your trouble in figuring on this work.

Yours truly,

Deputy Minister and
Public Works Engineer.

/PFP

Your file No. 3077

3077
/

Dawson Wade & Co.,
Vancouver, B.C.



June 18th, 1928.

P. Philip, Esq.,
Deputy Minister &
Public Works Engineer,
Victoria, B.C.

New Westminster District
Approach to New Westminster Bridge.

Dear Sir:

In reply to yours of the 18th instant,
the bid of our firm took the question mentioned therein
into consideration when submitting our tender.

We are,

Yours truly,

Dawson Wade & Co. Ltd.
Frederick Dawson

241588

D.M. & P.W.E.

JUNE 18th
1928

New Westminster District
Approach to New Westminster Bridge

Sir:

With reference to the bid submitted by you in connection with the above, I have to point out that there has been a minor change in the design of the wall, plans of this can be seen in the office here. There has consequently been a slight variation of the quantities in the schedule. In one instance a bidder has raised the question of responsibility for taking care of the traffic, and other contingent matters in connection therewith, of the B. C. Electric Railway line which is in close proximity to the wall. The contract form upon which bids were submitted requires the contractors should fully acquaint themselves with the local conditions and accept all responsibility for matters of this nature.

I presume you took the foregoing into account, and before making a recommendation to the Minister as to which bid should be accepted, I would like to be advised by you that your prices are inclusive of all such matters as the foregoing.

As there is extreme urgency of having this work carried out with the least possible delay, I have to request that you will be good enough to let me have a reply by letter or telegram with as little loss of time as possible.

Yours obediently,

Deputy Minister and
Public Works Engineer.

Fred Dawson, Esq.,
C/o Dawson, Wade & Co.,
567 Hornby Street,
Vancouver, B. C.

PP:AW

JUNE 18th
1928

New Westminster District
Approach to New Westminster Bridge

Sirs:

With reference to your tender in connection with the above, kindly advise me by telegram that you are prepared to carry out this work at the unit prices submitted in your tender on the understanding that you will accept full responsibility for any arrangements which have to be made in connection with the diversion, or otherwise, of traffic on the B. C. Electric Railway line in proximity to the wall. While this matter was not dealt with specifically in the specifications or advertisement, liability for this and any other contingent work was fully provided for in the contract form.

As there is extreme urgency for the carrying out of this work with the least possible delay, I must request an immediate reply.

Yours obediently,

Deputy Minister and
Public Works Engineer.

The General Construction Co. Ltd.,
Vancouver Block,
Vancouver, B. C.

PP:AW

3077

Retaining Wall- N. Approach Rd, N. Westminster Bridge

TABULATION OF TWO LOWEST TENDERS

BASED ON REVISED SCHEDULE OF QUANTITIES

GENERAL CONSTRUCTION CO. LTD.

ITEM No.	DESCRIPTION OF WORK.	QUANTITY.	RATE.	AMOUNT.	
				\$	C.
(1)	Excavation in any material	Cu.Yds. 1700	.50	850	00
(2)	Concrete 1-3-6 mix with large stone displacers.	" 667	10.50	7003	50
(3)	8" dia. open tile drain in place	Lin.Ft. 550	.50	275	00
(4)	Rock Fill at back of wall	Cu.Yds. 345	3.50	1207	50
(5)	Pipe Rail Fence on new wall in place	Lin.Ft. 147	2.00	294	00
(6)	Pipe Rail Fence on existing wall in place	" 256	2.00	512	00
(7)	Guard Log in place	" 175	.30	52	50
(8)	S. Timber Wheel Guard in place	" 256	.30	76	80
(9)	Expansion Joint	Sq. Ft. 606	.15	90	90
10	Backfill	Cub yds 300	.75	225	00
TOTAL				10,587	20

DAWSON WADE & CO LTD

ITEM No.	DESCRIPTION OF WORK.	QUANTITY.	RATE.	AMOUNT.	
				\$	C.
(1)	Excavation in any material	Cu.Yds. 1700	.80	1360	00
(2)	Concrete 1-3-6 mix with large stone displacers.	" 667	11.35	7570	45
(3)	8" dia. open tile drain in place	Lin.Ft. 550	.27	148	50
(4)	Rock Fill at back of wall	Cu.Yds. 345	3.70	1276	50
(5)	Pipe Rail Fence on new wall in place	Lin.Ft. 147	1.35	198	45
(6)	Pipe Rail Fence on existing wall in place	" 256	1.35	345	60
(7)	Guard Log in place	" 175	.35	61	25
(8)	S. Timber Wheel Guard in place.	" 256	.20	51	20
(9)	Expansion Joint	Sq. Ft. 606	.07	42	42
(10)	Backfill	Cub. Yds 300	.60	180	00
TOTAL.				11,234	37

Compiled by I.C.A.

also checked

January 29th
1 9 2 9

New Westminster Bridge

Sir:-

I have to acknowledge receipt of your letter of the 24th instant and regret to have to advise that this Department does not appear to have a copy of the plans you require.

I note that in any case your need for this information was apparently Saturday morning last.

I am sorry we were unable to help you.

Yours obediently,

Deputy Minister and
Public Works Engineer,

The Manager,
Commercial Union Assurance Co., Ltd.,
London Building,
Vancouver, B. C.

GPN:MFS

PLEASE ADDRESS ALL LETTERS TO
THE BRANCH MANAGER

3077
COMMERCIAL UNION ASSURANCE COMPANY LIMITED
OF LONDON, ENGLAND

TELEGRAPHIC ADDRESS:
"CUACO, VANCOUVER"



JOHN ANDERSON
MANAGER



BRANCH OFFICE FOR BRITISH COLUMBIA AND ALBERTA
LONDON BUILDING, 626 PENDER ST. W.

VANCOUVER, B. C.

January 24th, 1929.

Department of Public Works,
Victoria, B. C.

Dear Sirs,

The District Engineer, New Westminster, reports to us that you probably have an engineer's sketch of the new approach to the Bridge at New Westminster which is practically opposite McBride Avenue at the Columbia St. intersection.

No maps appear to have been published of this by the City and we will be obliged if we can have a copy of the sketch. We would like, if possible, to hear from your Department by Saturday morning.

Yours very truly,

JAN 23 1929

ASSISTANT PUBLIC WORKS ENGINEER,
PUBLIC WORKS DEPT.
VICTORIA, B. C.

Branch Manager.

EG/AL.

253448

Harrison & Lamond Construction Co., Ltd.

ENGINEERS AND CONTRACTORS

WORKS AND WAREHOUSE:
INDUSTRIAL ISLAND

75 DAVIS CHAMBERS
615 HASTINGS ST. WEST

~~207 Bank of Nova Scotia Bldg.~~

~~207 Hastings Street~~



VANCOUVER, B.C., 10th January 1929 192

P. Philip Esq.,
Deputy Minister, and
Public Works Engineer,
Parliament Buildings,
Victoria, B. C.

Dear Sir;- Retaining Wall.----- File 3077.

Your letter of 7th January received. Hereunder is copy
of letter sent with Plans;-

14th June 1928.

Herewith we return Plans and Specifications of proposed Retain-
ing Wall, North Road Approach to New Westminster Bridge, and would
thank you to return our deposit, and oblige.

Encs.

Yours truly,

Harrison & Lamond Construction Co., Ltd.

R. H. Bayley
Alch

*I think I'd give
them the benefit of
the doubt re plans*

252721

Inclosed 4/1/28

3077

January 9th, 1929.

Harrison & Lamond Constr. Co. Ltd.,
615 Hastings St. West,
Vancouver, B.C.

Dear Sirs:

Retaining Wall, North Road
Approach to New Westminster
Bridge.

Replying to your letter of January
7th, our records do not show that we received
the return of the plans forwarded to you some-
time ago.

Please advise me if you returned
these with a covering letter.

Yours truly,

Deputy Minister and
Public Works Engineer.

FHH/BFP

KENNETH LAMOND
PRESIDENT

PHONE SEYMOUR 3535

CHARLES HARRISON
ENGINEER

Harrison & Lamond Construction Co., Ltd.

ENGINEERS AND CONTRACTORS

WORKS AND WAREHOUSE:
INDUSTRIAL ISLAND

76 DAVIS CHAMBERS
815 HASTINGS ST. WEST

~~207 Bank of Nova Scotia Bldg~~



VANCOUVER, B.C., 7th January 1929. 192

Public Works Department,
Victoria, B. C.

Gentlemen;-

We do not appear to have received deposit of \$10.00 sent you on the 5th June 1928, covering Plans for Retaining Wall. Will you kindly look into the matter, and oblige,

Yours truly,

Harrison & Lamond Construction Co., Ltd.

R. H. Baxter
ad.

*Do not appear
to have received
the plans & specs.*

252553

And Gary

Jan 10 1929
C.A.

CANADIAN PACIFIC RAILWAY COMPANY'S TELEGRAPH



TELEGRAM

9077

All Messages are received by this Company for transmission, subject to the terms and conditions printed on their Blank Form No. 2, which terms and conditions have been agreed to by the sender of the following message. This is an unrepeatable message, and is delivered by request of the sender under these conditions.

J. McMILLAN, General Manager of Telegraphs, Montreal.

3 Vr S 21

Ks Vancouver, B. C. June 20/28 11.10a

Hon. Minister of Public Works,

Victoria.

We are going fully into retaining wall matter and taking up with
B. C. Electric Rly Will advise you definitely this week.

General Construction Co.

11.48 a



241706

Ans 241908

PP

TABULATION OF TENDERS

Dept. File No. 2022

NAME OF WORK Retaining Wall North Road Approach to N. Westminster Bridge

Date tenders opened June 16th 1929

NAME OF CONTRACTOR	AMOUNT OF DEPOSIT	DATE OF COMPLETION	ITEMS AND UNIT PRICES																											AMOUNT OF TENDER	REMARKS
			1	2	3	4	5	6	7	8	9	10																			
General Constr. Co.	\$1500.00	15 th July 1928	50	10.50	50	3.50	2.00	2.00	.30	.30	15	.75																	\$10,207.50		
Dawson Wade & Co Ltd.	\$1500.00	June 30 th 1928	80	11.35	.27	3.70	1.35	1.35	.35	.20	07	.60																	\$10,879.25		
Fraser R. Pike Driving Co.	\$1500.00	17 th July 1928	1.50	11.00	.30	3.50	1.84	1.71	.30	.30	10	1.50																	\$12,235.50	Does not provide for any provision of Vehicular or B.C.E.R. Traffic should and become necessary	
J. A. MacKenzie	\$1500.00	5 th Aug 1928	2.00	10.00	.27	3.00	2.75	2.15	.20	.40	.30	1.50																	\$12,721.00	Check not marked Error of \$1.00 in addition	
Stewart Cameron & Co Ltd	\$1500.00	6 week draft acceptance	1.44	12.7	.23	3.74	1.95	1.95	.23	.23	.21	1.44																	\$13,372.50	See special note - abandonment of S. Track of B.C.E.R. & damage to Permanent	
King & Macneil Const. Co. Ltd	\$1500.00	15 th Aug 1928	1.80	13.00	.35	4.20	2.16	3.16	.35	.25	.17	1.45																	\$14,913.00		
McLean & Giddings	\$1500.00	15 th Aug 1928	2.00	14.00	.22	3.50	2.00	2.00	.30	.30	.12	1.25																	\$14,975.50	Error \$3.50 in addition + 25¢ per man per day	
Dept's Estimate	—	—	1.00	18.00	.50	2.25	1.45	1.55	.25	.50	.10	.60																	\$15,305.09		
George Medley Const. Co.	\$1500.00	2 month period of signing contract	1.20	13.75	.20	3.25	2.80	2.80	.40	.30	.06	1.10	+ sundries \$ 345.00												\$15,697.25						

3077

GOVERNMENT OF THE PROVINCE OF BRITISH COLUMBIA.
DEPARTMENT OF PUBLIC WORKS.

NEW WESTMINSTER DISTRICT

Retaining Wall, North Road Approach to
New Westminster Bridge

Schedule of Quantities and Unit Prices

Note: Quantities are approximate only and may be increased or decreased.

ITEM No.	DESCRIPTION OF WORK.	QUANTITY.	RATE.	AMOUNT.		Revised Quantities	AMOUNT	
				\$	c.		\$	c.
(1)	Excavation in any material	Cu.Yds.	1700	1.00	1700 00		1700	00
(2)	Concrete 1-3-6 mix with large stone displacers.	"	650	18.00	11,700 00	667	12,006	00
(3)	8" dia. open tile drain in place	Lin.Ft.	550	.50	275 00		275	00
(4)	Rock Fill at back of wall	Cu.Yds.	325	2.25	731 25	345	776	25
(5)	Pipe Rail Fence on new wall in place	Lin.Ft.	150	1.45	217 50	147	213	15
(6)	Pipe Rail Fence on existing wall in place	"	200	1.55	310 00	256	396	80
(7)	Guard Log in place	"	175	.25	43 75		43	75
	S. Timber Wheel Guard in place	"	175	.50	87 50	256	128	06
(9)	Expansion Joint	Sq. Ft.	600	.10	60 00	606	60	60
(10)	Backfill	Cub.Yds.	300	.60	180 00		180	00
TOTAL					15,305 09		15,779	55

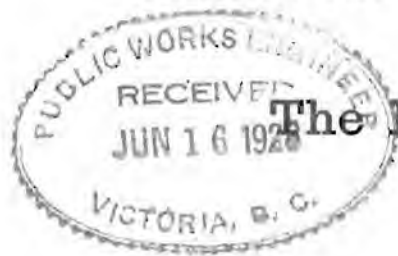
Signature of Contractor. *Department's Estimate*

Address of Contractor. *per I.C.B.*

Date. *June 15th 1928*

Note: For estimate of additional work consisting of Piling, Asphalt Macadam Surfacing, Watchman and Contingencies making a total for whole job of \$24,766.68, see Mr. Verner's letter & Estimate dated June 13th, on File 3077.

Tender for *Retaining Wall, N. Westminster Bridge*

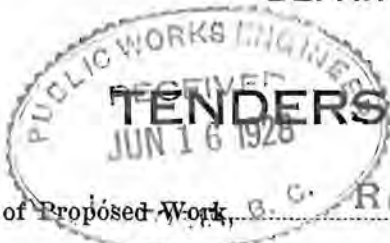


The Honourable Minister of Public Works,

Department of Lands and Survey
VICTORIA, B.C.

THE GOVERNMENT OF
THE PROVINCE OF BRITISH COLUMBIA

DEPARTMENT OF PUBLIC WORKS



TENDERS FOR PUBLIC WORKS

Name of Proposed Work, *B.C.* Retaining Wall, North
Road Approach to New
Westminster Bridge

I (We) GENERAL CONSTRUCTION CO. LIMITED

of Vancouver B.C.
having full knowledge of the locality of the proposed work, of the work required, and of the materials to be furnished and used, hereby agree to perform and complete all the work and find all necessary labour, plant, tools, and materials, except such materials as are specified to be furnished by the Government, as set forth in and in strict accordance with the Specifications, Drawings, and General Conditions of Contract exhibited as mentioned in the advertised "Notice to Contractors," to the entire satisfaction of the Honourable the Minister of Public Works, on or before the 15th day of July, 1928, at the rates specified in the attached Schedule.

And I (we) further agree to execute any additional works, if so directed, at the aforesaid schedule rates, and also to permit the deductions for any works mentioned in said Bill of Quantities which may not be required or constructed; such additions or deductions to be calculated and made on the basis of the aforesaid schedule rates.

I (We) enclose herewith the sum of Fifteen hundred dollars (\$ 1500.00), which I (we) hereby agree to forfeit should I (we) refuse to or neglect to sign the Contract if called upon to do so, or if I (we) fail to complete the work contracted for.

GENERAL CONSTRUCTION CO. LIMITED

(Name of Contractor) Per [Signature](Business address) 1220 Vancouver Street
Vancouver B.C.Date June 15th, 1928Total amount of tender \$ 10 207.50

1M-428-1507

NOTICE TO BIDDERS.—At the time of signing the contract the successful bidder may, with the consent of the Minister, substitute for the certified deposit cheque, referred to in the advertisement, Dominion or Provincial Government Guaranteed Bonds of equal value. No Registered Bonds will be accepted unless accompanied by a fully executed transfer form surrendering title to the Minister.

Alternatively the deposit cheque, as aforesaid, will be cashed by the Minister of Public Works, and the amount realized will be held without interest by the Minister as security for the due and faithful performance of the contract.

GOVERNMENT OF THE PROVINCE OF BRITISH COLUMBIA.
DEPARTMENT OF PUBLIC WORKS.

NEW WESTMINSTER DISTRICT

Retaining Wall, North Road Approach to
New Westminster Bridge

Schedule of Quantities and Unit Prices

Note: Quantities are approximate only and may be increased or decreased.

ITEM No.	DESCRIPTION OF WORK.		QUANTITY.	RATE.	AMOUNT.	
					\$	c.
(1)	Excavation in any material	Cu.Yds.	1700	.50	850.	
(2)	Concrete 1-3-6 mix with large stone displacers.	"	650	10 ⁵⁰	6825	-
(3)	8" dia. open tile drain in place	Lin.Ft.	550	.50	275	-
(4)	Rock Fill at back of wall	Cu.Yds.	325	3.50	1137	50
(5)	Pipe Rail Fence on new wall in place	Lin.Ft.	150	2 ⁰⁰	300.	
(6)	Pipe Rail Fence on existing wall in place	"	200	2 ⁰⁰	400.	
(7)	Guard Log in place	"	175	.30	52	50
(8)	S. Timber Wheel Guard in place	"	175	.30	52	50
(9)	Expansion Joint	Sq. Ft.	600	.15	90	-
10	Backfill	Cu. Yds	300	.75	225	-
TOTAL					10207	50

GENERAL CONSTRUCTION CO. LIMITED

Signature of Contractor. Per John Boyd

Address of Contractor. 1220 Vancouver Street

Date. Vancouver B.C.

$\frac{4}{8}$
Signed June 16 by W.H.I.
In presence of [Signature]



Tender for

Retaining Wall Westminster Bridge

The Honourable Minister of Public Works,

VICTORIA, B.C.



3079



DEPARTMENT OF PUBLIC WORKS

TENDERS FOR PUBLIC WORKS

Name of Proposed Work Retaining Wall, North
Road Approach to New
Westminster Bridge

I (We)

Dawson & Co. Ltd.

of

Vancouver B.C.

having full knowledge of the locality of the proposed work, of the work required, and of the materials to be furnished and used, hereby agree to perform and complete all the work and find all necessary labour, plant, tools, and materials, except such materials as are specified to be furnished by the Government, as set forth in and in strict accordance with the Specifications, Drawings, and General Conditions of Contract exhibited as mentioned in the advertised "Notice to Contractors," to the entire satisfaction of the Honourable the Minister of Public Works, on or before the 30th

day of June, 1928, at the rates specified in the attached Schedule.

And I (we) further agree to execute any additional works, if so directed, at the aforesaid schedule rates, and also to permit the deductions for any works mentioned in said Bill of Quantities which may not be required or constructed; such additions or deductions to be calculated and made on the basis of the aforesaid schedule rates.

I (We) enclose herewith the sum of Fifteen hundred dollars (\$ 1500.00), which I (we) hereby agree to forfeit should I (we) refuse to or neglect to sign the Contract if called upon to do so, or if I (we) fail to complete the work contracted for.

(Name of Contractor)

Dawson & Co. Ltd.
W. Dawson

(Business address)

903-5 Binkins Building
Vancouver B.C.

Date

June 15th, 1928Total amount of tender \$ 10879.25

211493

1M-428-1507

NOTICE TO BIDDERS.—At the time of signing the contract the successful bidder may, with the consent of the Minister, substitute for the certified deposit cheque, referred to in the advertisement, Dominion or Provincial Government Guaranteed Bonds of equal value. No Registered Bonds will be accepted unless accompanied by a fully executed transfer form surrendering title to the Minister.

Alternatively the deposit cheque, as aforesaid, will be cashed by the Minister of Public Works, and the amount realized will be held without interest by the Minister as security for the due and faithful performance of the contract.

H.W. returned

PRINCE OF BRITISH COLUMBIA.
DEPARTMENT OF PUBLIC WORKS.

NEW WESTMINSTER DISTRICT

Retaining Wall, North Road Approach to
New Westminster Bridge

Schedule of Quantities and Unit Prices

Note: Quantities are approximate only and may be increased or decreased.

ITEM No.	DESCRIPTION OF WORK.	QUANTITY.	RATE.	AMOUNT.	
				\$	C.
(1)	Excavation in any material Cu.Yds.	1700	.80	13	60 00
(2)	Concrete 1-3-6 mix with large stone displacers. "	650	11.35	73	77 50
(3)	8" dia. open tile drain in place Lin.Ft.	550	.27	14	8 50
(4)	Rock Fill at back of wall Cu.Yds.	325	3.70	12	02 50
(5)	Pipe Rail Fence on new wall in place Lin.Ft.	150	1.35	2	02 50
(6)	Pipe Rail Fence on existing wall in place "	200	1.35	2	70 00
(7)	Guard Log in place "	175	.35	6	1 25
(8)	S. Timber Wheel Guard in place "	175	.20	3	5 00
(9)	Expansion Joint Sq. Ft.	600	.07	4	2 00
10	Backfill Cu Yds	300	.60	1	80 00
TOTAL				\$ 10879.25	

Signature of Contractor. *Dawson & Co. Ltd.*
Frederick Dawson.

Address of Contractor. *903-5 B. King Building.*
Vancouver B.C.

Date. *June 15th 1928*

Tender for Retaining Wall
New Westminster Bridge

2/8

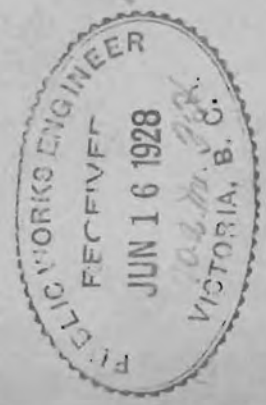
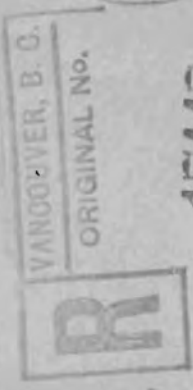
opened June 16 by W.H.S.
In presence of MP



The Honourable The Minister of Public Works

Victoria

B.C.





THE GOVERNMENT OF
THE PROVINCE OF BRITISH COLUMBIA

DEPARTMENT OF PUBLIC WORKS

TENDERS FOR PUBLIC WORKS

Name of Proposed Work Retaining Wall, North
Road Approach to New
Westminster Bridge

I (We) FRASER RIVER PILE DRIVING CO., LTD.of New Westminster, B. C.

having full knowledge of the locality of the proposed work, of the work required, and of the materials to be furnished and used, hereby agree to perform and complete all the work and find all necessary labour, plant, tools, and materials, except such materials as are specified to be furnished by the Government, as set forth in and in strict accordance with the Specifications, Drawings, and General Conditions of Contract exhibited as mentioned in the advertised "Notice to Contractors," to the entire satisfaction of the Honourable the Minister of Public Works, on or before the 17th

day of July, 1928, at the rates specified in the attached Schedule.

And I (we) further agree to execute any additional works, if so directed, at the aforesaid schedule rates, and also to permit the deductions for any works mentioned in said Bill of Quantities which may not be required or constructed; such additions or deductions to be calculated and made on the basis of the aforesaid schedule rates.

I (We) enclose herewith the sum of Fifteen hundred dollars (\$1500.00), which I (we) hereby agree to forfeit should I (we) refuse to or neglect to sign the Contract if called upon to do so, or if I (we) fail to complete the work contracted for.

FRASER RIVER PILE DRIVING CO. LTD.

(Name of Contractor) P. A. Jones

SEC. INCH

(Business address) New Westminster, B. C.Date June 15th, 1928Total amount of tender \$ 12,275.50

1M-428-1507

NOTICE TO BIDDERS.—At the time of signing the contract the successful bidder may, with the consent of the Minister, substitute for the certified deposit cheque, referred to in the advertisement, Dominion or Provincial Government Guaranteed Bonds of equal value. No Registered Bonds will be accepted unless accompanied by a fully executed transfer form surrendering title to the Minister.

Alternatively the deposit cheque, as aforesaid, will be cashed by the Minister of Public Works, and the amount realized will be held without interest by the Minister as security for the due and faithful performance of the contract.

**GOVERNMENT OF THE PROVINCE OF BRITISH COLUMBIA.
DEPARTMENT OF PUBLIC WORKS.**

NEW WESTMINSTER DISTRICT

Retaining Wall, North Road Approach to
New Westminster Bridge

Schedule of Quantities and Unit Prices

Note: Quantities are approximate only and may be increased or decreased.

ITEM No.	DESCRIPTION OF WORK.	QUANTITY.	RATE.	AMOUNT.	
				\$	C.
(1)	Excavation in any material Cu.Yds.	1700	1.50	2550.00	
(2)	Concrete 1-3-6 mix with large stone displacers. "	650	11.00	7150.00	
(3)	8" dia. open tile drain in place Lin.Ft.	550	.30	165.00	
(4)	Rock Fill at back of wall Cu.Yds.	325	3.50	1137.50	
(5)	Pipe Rail Fence on new wall in place Lin.Ft.	150	1.84	276.00	
(6)	Pipe Rail Fence on existing wall in place "	200	1.71	342.00	
(7)	Guard Log in place "	175	.30	52.50	
(8)	S. Timber Wheel Guard in place "	175	.30	52.50	
(9)	Expansion Joint Sq. Ft.	600	.10	60.00	
10	Backfill Cu Yds	300	1.50	450.00	
TOTAL				12,235.50	

FRASER RIVER PILE DRIVING CO., LTD.

Signature of Contractor. P. J. Jones

SECRETARY

Address of Contractor. New Westminster, B. C.

Date. June 15th, 1938.

Above Tender does not include any provision for the diversion of vehicular or B. C. Electric traffic, should such become necessary.

P. J. Jones

Fraser River Pile Driving Company, Limited

Wharf Building, Bridges, Pile Foundations, Etc.

150 FRONT STREET

TELEPHONE 1015
P. O. Box 492 343

New Westminster, B. C., June 15th, 1928.

The Honourable Minister of Public Works,
Victoria, B. C.

Dear Sir;

ALL AGREEMENTS ARE CONTINGENT UPON STRIKES, ACCIDENTS, DELAYS OF CARRIERS AND OTHER DELAYS UNAVOIDABLE OR BEYOND OUR CONTROL. ALL PROPOSALS ARE SUBJECT TO PROMPT ACCEPTANCE.

RE. RETAINING WALL, NORTH ROAD APPROACH TO
NEW WESTMINSTER BRIDGE.

We enclose herewith our tender for the above mentioned work; also marked cheque for \$1500.00, being deposit required.

Trusting you will find our tender in order,

we are

Yours very truly,

FRASER RIVER PILE DRIVING CO., LTD.,

per.



Sec.-Treas.

5/8

R NEW WESTMINSTER, B. C.
ORIGINAL No. 212
Opened June 6
W.T.S.

In presence of DP

Tender for RETAINING WALL, B.C.



The Honourable Minister of Public Works,

VICTORIA, B.C.

THE GOVERNMENT OF
THE PROVINCE OF BRITISH COLUMBIA

DEPARTMENT OF PUBLIC WORKS



TENDERS FOR PUBLIC WORKS

Name of Proposed Work Retaining Wall, North
Road Approach to New
Westminster Bridge

I (We)

J. A. Mackenzie

of

Vancouver - 1870 - 33rd Ave W.

having full knowledge of the locality of the proposed work, of the work required, and of the materials to be furnished and used, hereby agree to perform and complete all the work and find all necessary labour, plant, tools, and materials, except such materials as are specified to be furnished by the Government, as set forth in and in strict accordance with the Specifications, Drawings, and General Conditions of Contract exhibited as mentioned in the advertised "Notice to Contractors," to the entire satisfaction of the Honourable the Minister of Public Works, on or before the 5th

day of August, 1928, at the rates specified in the attached Schedule.

And I (we) further agree to execute any additional works, if so directed, at the aforesaid schedule rates, and also to permit the deductions for any works mentioned in said Bill of Quantities which may not be required or constructed; such additions or deductions to be calculated and made on the basis of the aforesaid schedule rates.

I (We) enclose herewith the sum of Fifteen hundred dollars (\$ 15.00.00), which I (we) hereby agree to forfeit should I (we) refuse to or neglect to sign the Contract if called upon to do so, or if I (we) fail to complete the work contracted for.

(Name of Contractor)

J. A. Mackenzie

(Business address)

1870 - 33rd Ave WVancouver

Date

June 15, 1928Total amount of tender \$ 12,720.⁰⁰/₁₀₀

1M-428-1507

241491

NOTICE TO BIDDERS.—At the time of signing the contract the successful bidder may, with the consent of the Minister, substitute for the certified deposit cheque, referred to in the advertisement, Dominion or Provincial Government Guaranteed Bonds of equal value. No Registered Bonds will be accepted unless accompanied by a fully executed transfer form surrendering title to the Minister.

Alternatively the deposit cheque, as aforesaid, will be cashed by the Minister of Public Works, and the amount realized will be held without interest by the Minister as security for the due and faithful performance of the contract.

GOVERNMENT OF THE PROVINCE OF BRITISH COLUMBIA.
DEPARTMENT OF PUBLIC WORKS.

NEW WESTMINSTER DISTRICT

Retaining Wall, North Road Approach to
New Westminster Bridge

Schedule of Quantities and Unit Prices

Note: Quantities are approximate only and may be increased or decreased.

ITEM No.	DESCRIPTION OF WORK.	QUANTITY.	RATE.	AMOUNT.	
				\$	C.
(1)	Excavation in any material Cu.Yds.	1700	2	3400	00
(2)	Concrete 1-3-6 mix with large stone displacers. "	650	10.00	6500	00
(3)	8" dia. open tile drain in place Lin.Ft.	550	.27	148	50
(4)	Rock Fill at back of wall Cu.Yds.	525	30	975	00
(5)	Pipe Rail Fence on new wall in place Lin.Ft.	150	2.75	412	50
(6)	Pipe Rail Fence on existing wall in place "	200	2.75	550	00
(7)	Guard Log in place "	175	20	35	00
(8)	S. Timber Wheel Guard in place "	175	40	70	00
(9)	Expansion Joint Sq. Ft.	600	.30	180	00
10	Backfill Cu Yds	300	1.50	450	00
TOTAL				12700	00
				12700	00

Signature of Contractor. *J. Mackenzie*

Address of Contractor. *1870 - 33rd Ave. W.*

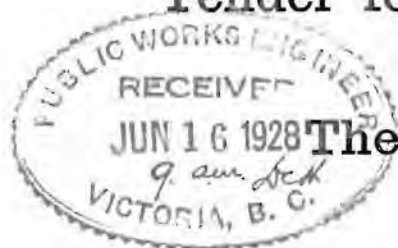
Date. *June 15/28*

$\frac{5}{8}$
Opened June 16 by W.S.
In presence of PP



RC
A

Tender for Rebuilding wall. New Westminster



The Honourable Minister of Public Works,

VICTORIA, B.C.

STUART CAMERON AND COMPANY LIMITED

WITH WHICH IS ASSOCIATED

ARMSTRONG, MORRISON AND COMPANY LIMITED

ENGINEERS AND CONTRACTORS

STUART CAMERON
PRESIDENT
W.C. DITMARS
VICE PRESIDENT
A.S. McLEAN
SECRETARY-TREASURER

PUBLIC WORKS
INDUSTRIAL PLANTS
GRAIN ELEVATORS
BRIDGES

VANCOUVER, CANADA

June 15th, 1928.

The Honorable,
The Minister of Public Works,
VICTORIA, B. C.

Dear Sir:-

We hand you herewith our tender
covering Retaining Wall, North Road Approach to New
Westminster Bridge, and also enclose our cheque here-
with for the sum of Fifteen Hundred Dollars (\$1,500.00)
as required in the call for tenders.

Yours very truly,

STUART CAMERON & COMPANY LIMITED.

W.C. Ditmars
Vice-President.

EDC/WM

Encl.

Spec. returned

THE GOVERNMENT OF
THE PROVINCE OF BRITISH COLUMBIA

DEPARTMENT OF PUBLIC WORKS

TENDERS FOR PUBLIC WORKS

Name of Proposed Work Retaining Wall, North
Road Approach to New
Westminster Bridge

I (We) STUART CAMERON & COMPANY LIMITED.

of VANCOUVER, B. C.

having full knowledge of the locality of the proposed work, of the work required, and of the materials to be furnished and used, hereby agree to perform and complete all the work and find all necessary labour, plant, tools, and materials, except such materials as are specified to be furnished by the Government, as set forth in and in strict accordance with the Specifications, Drawings, and General Conditions of Contract exhibited as mentioned in the advertised "Notice to Contractors," to the entire satisfaction of the Honourable the Minister of Public Works, on or before ~~the~~ Six weeks from
~~the~~ date of acceptance., 1928, at the rates specified in the attached Schedule.

And I (we) further agree to execute any additional works, if so directed, at the aforesaid schedule rates, and also to permit the deductions for any works mentioned in said Bill of Quantities which may not be required or constructed; such additions or deductions to be calculated and made on the basis of the aforesaid schedule rates.

I (We) enclose herewith the sum of Fifteen hundred dollars
(\$ 1500.00), which I (we) hereby agree to forfeit should I (we) refuse to or neglect to sign the Contract if called upon to do so, or if I (we) fail to complete the work contracted for.

(Name of Contractor) STUART CAMERON & COMPANY LIMITED.

(Business address) 815 Bower Building, Vancouver, B.C.

Date June 15th., 1928

Total amount of tender \$ 13,372.50

1M-428-1507

NOTICE TO BIDDERS.—At the time of signing the contract the successful bidder may, with the consent of the Minister, substitute for the certified deposit cheque, referred to in the advertisement, Dominion or Provincial Government Guaranteed Bonds of equal value. No Registered Bonds will be accepted unless accompanied by a fully executed transfer form surrendering title to the Minister.

Alternatively the deposit cheque, as aforesaid, will be cashed by the Minister of Public Works, and the amount realized will be held without interest by the Minister as security for the due and faithful performance of the contract.

**GOVERNMENT OF THE PROVINCE OF BRITISH COLUMBIA.
DEPARTMENT OF PUBLIC WORKS.**

NEW WESTMINSTER DISTRICT

Retaining Wall. North Road Approach to
New Westminster Bridge

Schedule of Quantities and Unit Prices

Note: Quantities are approximate only and may be increased or decreased.

ITEM NO.	DESCRIPTION OF WORK.	QUANTITY.	RATE.	AMOUNT.	
				\$	C.
(1)	Excavation in any material Cu.Yds.	1700	1.44	2,448.	00
(2)	Concrete 1-3-6 mix with large stone displacers. "	650	12.71	8,261.	
(3)	8" dia. open tile drain in place Lin.Ft.	550	.23	126.	50
(4)	Rock fill at back of wall Cu.Yds.	325	3.74	1,215.	50
(5)	Pipe Rail Fence on new wall in place Lin.Ft.	150	1.95	292.	50
(6)	Pipe Rail Fence on existing wall in place "	200	1.95	390.	00
(7)	Guard Log in place "	175	.23	40.	25
(8)	S. Timber Wheel Guard in place "	175	.23	40.	25
9)	Expansion Joint Sq. Ft.	600	.21	126.	00
10	Backfill Cu Yds	300	1.44	432.	00
The above unit prices are based on and subject to the Dept. of Public Works arranging for the abandonment of the south track of the B.C. Electric Ry. during the construction of this work and that the Contractor shall not be responsible for any damage to the pavement or the property of the B. C. Electric Ry. Co. over this area.				TOTAL \$13,372.50	
Signature of Contractor Stuart Cameron & Company Limited					
Address of Contractor.				VICE-PRESIDENT	
Date. June 15th, 1928.					

TENDER FOR : RETAINING WALL, NORTH
ROAD APPROACH TO NEW
WESTMINSTER BRIDGE.

In presence of
opened
June 16
by

THE HONOURABLE, MINISTER OF PUBLIC WORKS,

VICTORIA,

B. C.

R VANCOUVER, B. C.
ORIGINAL No.

17361

VANCOUVER
JUN 15 1928
B. C.

PUBLIC WORKS ENGINEER
RECEIVED
JUN 16 1928
W. A. M. J. H.
VICTORIA, B. C.

REGISTERED
JUN 10 1928
VICTORIA, B. C.

THE GOVERNMENT OF
THE PROVINCE OF BRITISH COLUMBIA

WORKS ENGINEERING
DEPARTMENT OF PUBLIC WORKS
JUN 16 1928

TENDERS FOR PUBLIC WORKS

Name of Proposed Work Retaining Wall, North
Road Approach, to New
Westminster Bridge.

I (We) King & Moncrieff Construction Co. Limited

910 Dominion Bldg.
Vancouver B.C.

having full knowledge of the locality of the proposed work, of the work required, and of the materials to be furnished and used, hereby agree to perform and complete all the work and find all necessary labour, plant, tools, and materials, except such materials as are specified to be furnished by the Government, as set forth in and in strict accordance with the Specifications, Drawings, and General Conditions of Contract exhibited as mentioned in the advertised "Notice to Contractors," to the entire satisfaction of the Honourable the Minister of Public Works, on or before the fifteenth day of August, 1928, at the rates specified in the attached Schedule.

And I (we) further agree to execute any additional works, if so directed, at the aforesaid schedule rates, and also to permit the deductions for any works mentioned in said Bill of Quantities which may not be required or constructed; such additions or deductions to be calculated and made on the basis of the aforesaid schedule rates.

I (We) enclose herewith the sum of Fifteen hundred dollars (\$ 1500.00), which I (we) hereby agree to forfeit should I (we) refuse to or neglect to sign the Contract if called upon to do so, or if I (we) fail to complete the work contracted for.

King & Moncrieff Construction Co. Limited
(Name of Contractor) Per: H. S. Lee Engineer

(Business address) 910 Dominion Bldg
Vancouver

Date June 14th, 1928

Total amount of tender \$ 14913.00

1M-428-1507

NOTICE TO BIDDERS.—At the time of signing the contract the successful bidder may, with the consent of the Minister, substitute for the certified deposit cheque, referred to in the advertisement, Dominion or Provincial Government Guaranteed Bonds of equal value. No Registered Bonds will be accepted unless accompanied by a fully executed transfer form surrendering title to the Minister.

Alternatively the deposit cheque, as aforesaid, will be cashed by the Minister of Public Works, and the amount realized will be held without interest by the Minister as security for the due and faithful performance of the contract.

GOVERNMENT OF THE PROVINCE OF BRITISH COLUMBIA.
DEPARTMENT OF PUBLIC WORKS.

NEW WESTMINSTER DISTRICT

Retaining Wall, North Road Approach to
New Westminster Bridge

Schedule of Quantities and Unit Prices

Note: Quantities are approximate only and may be increased or decreased.

ITEM No.	DESCRIPTION OF WORK	QUANTITY.	RATE.	AMOUNT.	
				\$	c.
(1)	Excavation in any material Cu.Yds.	1700	1 ⁸⁰ / ₁₀₀	3060	00 ✓
(2)	Concrete 1-3-6 mix with large stone displacers. "	650	13 ⁰⁰ / ₁₀₀	8450	00 ✓
(3)	8" dia. open tile drain in place Lin.Ft.	550	35	192	50 ✓
(4)	Rock Fill at back of wall Cu.Yds.	325	4 ⁵⁰ / ₁₀₀	1462	50 ✓
(5)	Pipe Rail Fence on new wall in place Lin.Ft.	150	3 ¹⁶ / ₁₀₀	474	00 ✓
(6)	Pipe Rail Fence on existing wall in place "	200	3 ¹⁶ / ₁₀₀	632	00 ✓
(7)	Guard Log in place "	175	35	61	25 ✓
(8)	S. Timber Wheel Guard in place "	175	25	43	75 ✓
(9)	Expansion Joint Sq. Ft.	600	17	102	00 ✓
10	Backfill Cu.Yds	300	1 ⁴⁵ / ₁₀₀	435	00 ✓
TOTAL				\$ 14913	00

King & Moncrieff Construction Co. Limited

Signature of Contractor. _____ Per. _____ *Director

Address of Contractor. *W. D. Lee Engineer*
910 Dominion Bldg. Vancouver

Date. *June 14th 1928*



TENDERS FOR PUBLIC WORKS

Name of Proposed Work Retaining Wall, North
Road Approach to New
Westminster Bridge

I (We)

McLean & Hiddings

of

1757 - 3rd Ave E. Vancouver B.C.

having full knowledge of the locality of the proposed work, of the work required, and of the materials to be furnished and used, hereby agree to perform and complete all the work and find all necessary labour, plant, tools, and materials, except such materials as are specified to be furnished by the Government, as set forth in and in strict accordance with the Specifications, Drawings, and General Conditions of Contract exhibited as mentioned in the advertised "Notice to Contractors," to the entire satisfaction of the Honourable the Minister of Public Works, on or before the Aug. 15th

day of August, 1928, at the rates specified in the attached Schedule.

And I (we) further agree to execute any additional works, if so directed, at the aforesaid schedule rates, and also to permit the deductions for any works mentioned in said Bill of Quantities which may not be required or constructed; such additions or deductions to be calculated and made on the basis of the aforesaid schedule rates.

I (We) enclose herewith the sum of Fifteen hundred dollars (\$1500.00), which I (we) hereby agree to forfeit should I (we) refuse to or neglect to sign the Contract if called upon to do so, or if I (we) fail to complete the work contracted for.

(Name of Contractor)

McLean & Hiddings

(Business address)

1757 - 3rd Ave E.
Vancouver B.C.

Date

June 14, 1928

Total amount of tender \$

15,228.^{xx}/₁₀₀

1M-428-1507

241488

NOTICE TO BIDDERS.—At the time of signing the contract the successful bidder may, with the consent of the Minister, substitute for the certified deposit cheque, referred to in the advertisement, Dominion or Provincial Government Guaranteed Bonds of equal value. No Registered Bonds will be accepted unless accompanied by a fully executed transfer form surrendering title to the Minister.

Alternatively the deposit cheque, as aforesaid, will be cashed by the Minister of Public Works, and the amount realized will be held without interest by the Minister as security for the due and faithful performance of the contract.

GOVERNMENT OF THE PROVINCE OF BRITISH COLUMBIA.
DEPARTMENT OF PUBLIC WORKS.

NEW WESTMINSTER DISTRICT

Retaining Wall, North Road Approach to
New Westminster Bridge

Schedule of Quantities and Unit Prices

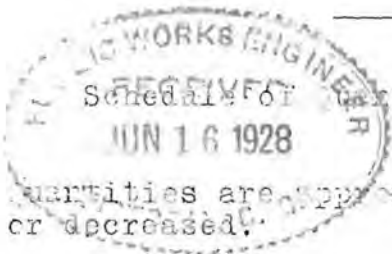
Note: Quantities are approximate only and may be increased or decreased.

ITEM No.	DESCRIPTION OF WORK.	QUANTITY.	RATE.	AMOUNT.	
				\$	c.
(1)	Excavation in any material Cu.Yds.	1700	21. ⁰⁰	3400	00 ✓
(2)	Concrete 1-3-6 mix with large stone displacers. "	650	14. ⁰⁰	9100	00 ✓
(3)	8" dia. open tile drain in place Lin.Ft.	550	22	121	00 ✓
(4)	Rock Fill at back of wall Cu.Yds.	325	3.50	1140	50
(5)	Pipe Rail Fence on new wall in place Lin.Ft.	150			00
(6)	Pipe Rail Fence on existing wall in place "	200		665	00
(7)	Guard Log in place "	175	.30	52	50 ✓
(8)	S. Timber Wheel Guard in place "	175	.30	52	50 ✓
(9)	Expansion Joint Sq. Ft.	600	.12	72	00 ✓
10	Backfill Cu Yds	300	1.25	375	00
TOTAL				4978	00 ✓
Removal of Poles.				250	00
Signature of Contractor. <i>W. G. Shaw & Co.</i>				15,228	00
Address of Contractor. <i>1757 - 3rd Ave. E.</i>				15228.00	
Date. <i>June 17 - 1928 Vancouver B.C.</i>					

GOVERNMENT OF THE PROVINCE OF BRITISH COLUMBIA.
DEPARTMENT OF PUBLIC WORKS.

NEW WESTMINSTER DISTRICT

Retaining Wall, North Road Approach to
New Westminster Bridge



Schedule of Quantities and Unit Prices

Note: Quantities are approximate only and may be increased or decreased.

ITEM No.	DESCRIPTION OF WORK.		QUANTITY.	RATE.	AMOUNT.	
					\$	C.
(1)	Excavation in any material	Cu.Yds.	1700	220	3740	00 ✓
(2)	Concrete 1-3-6 mix with large stone displacers.	"	650	1375	8937	50 ✓
(3)	8" dia. open tile drain in place	Lin.Ft.	550	20	110	00 ✓
(4)	Rock Fill at back of wall	Cu.Yds.	325	325	1056	25 ✓
(5)	Pipe Rail Fence on new wall in place	Lin.Ft.	150	280	420	00 ✓
(6)	Pipe Rail Fence on existing wall in place	"	200	280	560	00 ✓
(7)	Guard Log in place	"	175	40	70	00 ✓
(8)	S. Timber Wheel Guard in place	"	175	304	52	50 ✓
(9)	Expansion Joint	Sq. Ft.	600	64	36	00 ✓
10	Backfill	Cu Yds	300	110	330	00 ✓
, Sundries, Permits, Offices, Telephone, etc					325	00
Compensation, Liability Insurance, Tax. TOTAL					15637	25
Signature of Contractor.		GEORGE SNIDER CONSTRUCTION CO. LTD. <i>Geo Snider Pres</i>				
Address of Contractor.		637 GRANVILLE ST. VANCOUVER, B.C.				
Date.		JUN 15 1928				

241487



DEPARTMENT OF PUBLIC WORKS

TENDERS FOR PUBLIC WORKS

Name of Proposed Work..... Retaining Wall, North
Road Approach to New
Westminster Bridge

I (We)..... GEORGE SNIDER CONSTRUCTION COMPANY LTD.

of..... VANCOUVER B.C.

having full knowledge of the locality of the proposed work, of the work required, and of the materials to be furnished and used, hereby agree to perform and complete all the work and find all necessary labour, plant, tools, and materials, except such materials as are specified to be furnished by the Government, as set forth in and in strict accordance with the Specifications, Drawings, and General Conditions of Contract exhibited as mentioned in the advertised "Notice to Contractors," to the entire satisfaction of the Honourable the Minister of Public Works, on or before the Two months from day of date of signing contract, 19....., at the rates specified in the attached Schedule.

And I (we) further agree to execute any additional works, if so directed, at the aforesaid schedule rates, and also to permit the deductions for any works mentioned in said Bill of Quantities which may not be required or constructed; such additions or deductions to be calculated and made on the basis of the aforesaid schedule rates.

I (We) enclose herewith the sum of..... Fifteen hundred dollars
 (\$ 1500.00), which I (we) hereby agree to forfeit should I (we) refuse to or neglect to sign the Contract if called upon to do so, or if I (we) fail to complete the work contracted for.

(Name of Contractor)..... GEORGE SNIDER CONSTRUCTION CO. LTD.

(Business address)..... 637 Granville St. Vancouver B.C.

Date..... JUN 15 1928, 19.....

Total amount of tender \$ 15,637.00 (Fifteen Thousand six hundred and thirty seven dollars)

1M-428-1507

NOTICE TO BIDDERS.—At the time of signing the contract the successful bidder may, with the consent of the Minister, substitute for the certified deposit cheque, referred to in the advertisement, Dominion or Provincial Government Guaranteed Bonds of equal value. No Registered Bonds will be accepted unless accompanied by a fully executed transfer form surrendering title to the Minister.

Alternatively the deposit cheque, as aforesaid, will be cashed by the Minister of Public Works, and the amount realized will be held without interest by the Minister as security for the due and faithful performance of the contract.

KENNETH LAMOND
PRESIDENT

PHONE SEYMOUR 3535

CHARLES HARRISON
ENGINEER

Harrison & Lamond Construction Co., Ltd.



WORKS AND WAREHOUSE
INDUSTRIAL ISLAND

ENGINEERS AND CONTRACTORS

76 DAVIS CHAMBERS
413 HASTINGS ST. WEST

~~207 Bank of Nova Scotia Bldg~~
~~413 HASTINGS ST. WEST~~

VANCOUVER, B.C., 14th June 1928, 192

Hon; Minister of Public Works,
Parliament Buildings,
Victoria, B. C.

Hon. Sir:-

Herewith we return Plans & Specifications of Proposed
Retaining Wall, North Road Approach to New Westminster Bridge,
and would thank you to return our deposit, and oblige,

Yours very truly,

Harrison & Lamond Construction Co., Ltd;.

RHB.

Encs.

R. H. Harrison

Spec returned

may leave

C.A.

241385

$\frac{6}{8}$
Opened June 16 by WWS
In presence of MP



Tender for RETAINING WALL NEW WESTMINSTER BRIDGE



The Honourable Minister of Public Works,

VICTORIA, B.C.

$\frac{8}{8}$
Opened June 16 by WWS
In presence of MP



Tender for Retaining Wall, North Road approach to New West. Bridge.



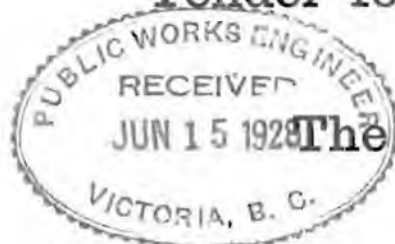
The Honourable Minister of Public Works,

VICTORIA, B.C.

$\frac{7}{8}$
Opened June 16 by WWS
In presence of MP



Tender for Retaining Wall New Westminster Bridge



The Honourable Minister of Public Works,

VICTORIA, B.C.



THE GOVERNMENT OF
THE PROVINCE OF BRITISH COLUMBIA

DEPARTMENT OF PUBLIC WORKS
DISTRICT ENGINEER'S OFFICE
COURT-HOUSE, NEW WESTMINSTER, B.C.

June 13, 1928.

New Westminster District
Retaining Wall - North Approach
Road to New Westminster Bridge

Dear Sir:-

In reply to your communication of the 11th inst., I am returning herewith Schedule of Quantities with our estimated prices.

The price entered for concrete, in place, may appear to you high but this is in view of the fact that expenses of shoring and incidental work will be necessarily high.

I have made provision for the possibility of having to use a pile foundation where we encountered an old fill under the wall. There is a likelihood that \$1,100.00 may be required for piling foundation. The piling will obviously be an extra but should be provided for in our estimate.

I have also included an item for payment of Watchmen at the B. C. Electric Track, covered in our recent report.

The question of surfacing the road after the wall is through will have to be faced immediately and for this purpose I have shown an Asphalt Macadam surface.

After the grand total is reached I have shown 15% for contingencies.

Yours obediently,

E. H. V. J.
District Engineer.

P. Philip, Esq.,
Deputy Minister & Public Works Engineer,
Parliament Bldgs.,
Victoria, B.C.

EHV/J
Encls.

241327

JCB
Checks up

June 13, 1928.

New Westminster District
Retaining Wall - North Approach
Road to New Westminster Bridge

Dear Sir:-

In reply to your communication of the 11th inst., I am returning herewith Schedule of Quantities with our estimated prices.

The price entered for concrete, in place, may appear to you high but this is in view of the fact that expenses of shoring and incidental work will be necessarily high.

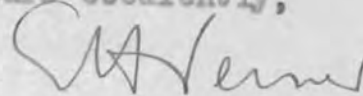
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After the grand total is reached I have shown 15% for contingencies.

Yours obediently,



District Engineer.

P. Philip, Esq.,
Deputy Minister & Public Works Engineer,
Parliament Bldg.,
Victoria, B.C.

EHV/J
ENCLOS.

GOVERNMENT OF THE PROVINCE OF BRITISH COLUMBIA.
DEPARTMENT OF PUBLIC WORKS.

NEW WESTMINSTER DISTRICT

Retaining Wall, North Road Approach to
New Westminster Bridge

SCHEDULE OF QUANTITIES AND UNIT PRICES

Note:- Quantities are approximate only and may be increased or decreased.

ITEM No.	DESCRIPTION OF WORK.	QUANTITY.	RATE.	AMOUNT.	
				\$	c
(1)	Excavation in any material	Cu. yds. 1700	1.00	1,700.00	
(2)	Concrete 1-3-6 mix with large stone displacers	" 650	18.00	11,700.00	
(3)	8" dia. open tile drain in place	Lin. ft. 550	0.50	275.00	
(4)	Rock Fill at back of wall	Cu. Yds. 325	2.25	731.25	
(5)	Pipe Rail Fence on new wall in place	Lin. ft. 150	1.50	225.00	
(6)	Pipe Rail Fence on existing wall in place	" 200	1.50	300.00	
(7)	Guard Log in place	" 175	0.50	87.50	
(8)	S. Timber Wheel Guard in place	" 175	0.50	87.50	
(9)	Expansion Joint	Sq. ft. 600	0.25	150.00	
(10)	Back Fill	Cu. Yds. 300	0.60	180.00	
(11)	Piling	Lin. ft. 2200	0.50	1,100.00	
(12)	Watchmen at Track			1,000.00	
(13)	Asphalt Macadam	Sq. Yds. 2000	2.00	4,000.00	
				\$21,536.25	
Contingencies 15%.....				3,230.43	
Total.....				\$24,766.68	

GOVERNMENT OF THE PROVINCE OF BRITISH COLUMBIA.
DEPARTMENT OF PUBLIC WORKS.

NEW WESTMINSTER DISTRICT

Retaining Wall, North Road Approach to
New Westminster Bridge

SCHEDULE OF QUANTITIES AND UNIT PRICES

Note:- Quantities are approximate only and may be increased or decreased.

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(12)	Watchmen at Track			1,000.00	
(13)	Asphalt Macadam	Sq. Yds. 2000	2.00	4,000.00	
				\$21,536.25	
Contingencies 15%.....				3,230.43	
Total.....				\$24,766.68	

June 11th, 1928.

New Westminster District
Retaining Wall - North Approach
Road to New Westminster Bridge.

Sir:

Further to my letter of June 5th, owing to the draft of this letter having been written on both sides of one sheet, the following three paragraphs were omitted:

'Detailed plans of the wall are now in course of preparation which may result in quantities being revised slightly. There was not time to do this before calling for tenders. You will be fully advised in due course.'

'I enclose a spare schedule of quantities. Kindly let me have your estimate based on the quantities shown there in purpose of Department's estimate for this job before tenders are opened.'

'A copy of plans and specifications has been forwarded to Mr. Gray, M.P.P.'

I shall be glad if you will kindly let me have your estimate of unit prices on the enclosed schedule of quantities as soon as possible.

Yours obediently,

E.H. Varner, Esq.,
Dist. Engineer,
New Westminster, B.C.

Deputy Minister and
Public Works Engineer.

ICB:AL
encl.

June 8th,
1928.

New Westminster District
Retaining Wall, North Road Approach
New Westminster Bridge.

Sir:

I wish to acknowledge your letter of June 6th, forwarding letter from Assistant District Engineer H. L. Swan, in which he recommends certain additions to the Specification.

It is considered that at the present time it would be inadvisable to issue an addenda to the specification in case this did not reach every bidder and an injustice caused thereby.

All Mr. Swan's recommendations however, will be taken up at the time bids are considered and will be fully discussed and explained to the successful bidder before any contract is signed.

Yours obediently,

Deputy Minister and
Public Works Engineer.

E.H.Verner, Esq.,
District Engineer,
Court House,
New Westminster, B.C.

ICB:NP

THE GOVERNMENT OF
THE PROVINCE OF BRITISH COLUMBIA

2077



DEPARTMENT OF PUBLIC WORKS

DISTRICT ENGINEER'S OFFICE

COURT-HOUSE, NEW WESTMINSTER, B.C. June 6th, 1928.

New Westminster District
Retaining Wall - North Road
Approach to New Westminster Bridge.

Sir:-

Replying to the Deputy Minister and Public Works Engineer's letter of June 2nd, with reference to the contract documents for the above, I beg to advise that I have examined these and make the following recommendations.

Referring to paragraph 3 of the Retaining Wall specifications, it would be advisable to mention the removal and disposal of old crib timbers and if legally possible, make over the ownership of the latter to the contractor.

Notwithstanding the provisions of Clause 18 of the agreement, the close proximity of the B.C. Electric Railway to the required excavation deserves special mention by way of a clause making the contractor responsible for all shoring and protection of the Railway Company's tracks.

Owing to the very heavy traffic, I would recommend that the approach upon which the present work is to be carried out be closed, and that all traffic be diverted to the new North East Approach. This road has recently been completed by the Railway Department, and has a minimum width of 16 feet with an asphalt penetration surface. The drawback to its use as a diversion is the B.C. Electric Railway Crossing on Columbia Street. This would require to be protected with a watchman day and night. It is recommended that this protection be supplied by the Government.

I have discussed this question of traffic diversion with Mayor Wells Gray and Bridge Superintendent Gifford, and they concur in the above recommendation.

Yours obediently,

E.H. Verner, Esq.,
District Engineer,
Court House,
New Westminster, B.C.

240883

N. L. Swan

Assistant District Engineer.

HLS/F.

June 6th, 1928.

New Westminster District
Retaining Wall - North Road
Approach to New Westminster Bridge.

Sir:-

Replying to the Deputy Minister and Public Works Engineer's letter of June 2nd, with reference to the contract documents for the above, I beg to advise that I have examined these and make the following recommendations.

Referring to paragraph 3 of the Retaining Wall specifications, it would be advisable to mention the removal and disposal of old crib timbers and if legally possible, make over the ownership of the latter to the contractor.

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I have discussed this question of traffic diversion with Mayor Wells Gray and Bridge Superintendent Gifford, and they concur in the above recommendation.

Yours obediently,

H.E. Verner, Esq.,
District Engineer,
Court House,
New Westminster, B.C.

N.L. Swan
Assistant District Engineer.

HLS/P.

APPROVED - June 6, 1928

E. H. Verner

DISTRICT ENGINEER.

June 6th, 1928.

New Westminster District
Retaining Wall for North
Road Approach to New West-
minster Bridge.

Sir:

With reference to your telephone call this afternoon, I am mailing you six more sets of specifications and two sets of plans for the above bridge. Four more sets of plans will be mailed to you tonight by the Electric Blue Print Company of this City.

Three sets of plans which you said had not arrived were mailed in one roll to you before 5:P.M. Please advise if you have not received same.

Yours obediently,

E.H.Verner, Esq.,
Dist. Engineer,
New Westminster, B.C.

Deputy Minister and
Public Works Engineer.

ICB:AL

KENNETH LAMOND
PRESIDENT

CHARLES HARRISON
ENGINEER

PHONE SEYMOUR 3535

Harrison & Lamond Construction Co., Ltd. 2077

ENGINEERS AND CONTRACTORS

WORKS AND WAREHOUSE:
INDUSTRIAL ISLAND

76 DAVIS CHAMBERS
815 HASTINGS ST. WEST



VANCOUVER, B.C., 5th June 1928. 192

Hon; The Minister of Public Works,
Parliament Buildings,
Victoria, B. C.



Hon. Sir;-

Enclosed is cheque for \$10.00, and in return kindly
send us Plans and Specifications for Retaining Wall Project,
Concrete support to be built at North approach to Fraser
River Bridge at New Westminster, and oblige,

Yours very truly,

Harrison & Lamond Construction Co., Ltd.

R. H. Barker
Oct 1

RHB.

sent 6 June 1928

240818

June 5th, 1928.

New Westminster District
Retaining Wall - North Approach
Road to New Westminster Bridge.

Sir:

Further to my letter of June 2nd, please note that six sets of plans and specifications for the above were forwarded to you by registered mail on Monday June 4th by noon boat and should have reached you by special delivery on Tuesday morning.

Please advise if more sets of plans, etc., are required.

Yours obediently,

Deputy Minister and
Public Works Engineer.

E.H. Verner, Esq.,
District Engineer,
New Westminster, B.C.

ICB:AL

June 5th, 1928.

New Westminster District
Retaining Wall - North Road
Approach to New Westminster
Bridge

Dear Sir:

In connection with above, I am forwarding you, under separate cover, a copy of plans, specification and advertisement to contractors from which you will note that tenders have been called for construction of the wall, tenders to be opened June 16th.

Detailed plans of the wall are now in course of preparation.

Yours obediently,

Deputy Minister and
Public Works Engineer.

A.W.Gray, Esq., M.L.A.,
New Westminster, B.C.

ICB:AL

3077

DUPLICATE.

MEMORANDUM OR TELEGRAM FROM THE PUBLIC WORKS ENGINEER.

TELEGRAMS SUBJECT TO USUAL TERMS ON COMPANY'S FORMS.

Date June 5th, 1928., 192

To E.H.Verner,
District Engineer,
Court House, New Westminster, B.C.

Six sets plans and specifications Retaining Wall will be
mailed tonight.

P. PHILIP.

CANADIAN PACIFIC RAILWAY COMPANY'S TELEGRAPH



TELEGRAM

3077

All Messages are received by this Company for transmission, subject to the terms and conditions printed on their Blank Form No. 2, which terms and conditions have been agreed to by the sender of the following message. This is an unrepeat message, and is delivered by request of the sender under these conditions.

J. McMILLAN, General Manager of Telegraphs, Montreal.

4 Vr S 16

New Westminster, B. C. June 5/28 2.15p

P. Philip,

Victoria.

Six additional sets of specifications re retaining wall
north approach road Westminster bridge required at once.

E. H. Verner.

2.35p

240760

X
JUB

June 2nd, 1928.

New Westminster District
New Westminster Bridge

Sir:

I enclose herewith, copy of "Notice to Contractors", with reference to the contract for Retaining wall for North Approach Road to New Westminster Bridge, from which you will note plans are to be on view in your office on Tuesday morning next.

Specifications have been prepared and will be mailed to reach you on Tuesday morning. Kindly read over the specifications so that any matter which may need provision can be attended to.

Detailed plan for the wall will be prepared in due course.

Yours obediently,

Deputy Minister and
Public Works Engineer.

E.H. Verner, Esq.,
Dist. Engineer,
New Westminster, B.C.

ICB:AL
encl.

3077

DEC. 30th
1927.

New Westminster District
New Approach North End
New Westminster Bridge

Sir:

Replying to your letter of the
27th instant, your file 25-20-1, it will
be in order to keep this road open, charging
to District Vote - New Westminster.

Yours obediently,

Deputy Minister and
Public Works Engineer.

E. H. Verner, Esq.,
District Engineer,
New Westminster, B. C.

EP:AW



THE GOVERNMENT OF
THE PROVINCE OF BRITISH COLUMBIA

DEPARTMENT OF PUBLIC WORKS

DISTRICT ENGINEER'S OFFICE

COURT-HOUSE, NEW WESTMINSTER, B.C.



DEC 24 1927

3077
December 27th, 1927.

VICTORIA, B. C.
NEW WESTMINSTER DISTRICT
New Approach North End New West-
minster Bridge

Sir:-

As you know the work of opening up the new approach from the bridge to connect with Columbia Street at Leopold Place has been carried out by the Railway Department.

Kindly advise if we are to undertake the maintenance of this stretch of roadway.

We had a request this morning to remove certain snow-slides, but have taken no action until we have your instructions covering this matter.

Yours obediently,

DISTRICT ENGINEER.

P. Philip, Esq.,
Deputy Minister and
Public Works Engineer,
Parliament Buildings,
Victoria, B.C.

EHV/CRM

232703

h
D.M. & P.W.E.

December 27th, 1927.

NEW WESTMINSTER DISTRICT
New Approach North End New West-
minster Bridge

Sir:-

As you know the work of opening up the new approach from the bridge to connect with Columbia Street at Leopold Place has been carried out by the Railway Department.

Kindly advise if we are to undertake the maintenance of this stretch of roadway.

We had a request this morning to remove certain snow-slides, but have taken no action until we have your instructions covering this matter.

Yours obediently,

E. H. Werner

DISTRICT ENGINEER.

P. Philip, Esq.,
Deputy Minister and
Public Works Engineer,
Parliament Buildings,
Victoria, B.C.

BHV/CRM



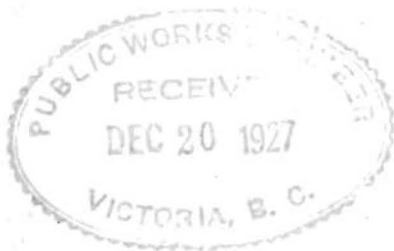
THE GOVERNMENT OF
THE PROVINCE OF BRITISH COLUMBIA

DEPARTMENT OF PUBLIC WORKS

DISTRICT ENGINEER'S OFFICE

COURT-HOUSE, NEW WESTMINSTER, B.C.

Dec. 17th, 1927.



New Westminster District
New Westminster Bridge

Sir:-

With reference to the Deputy Minister and Public Works Engineer's letter of November 16th, regarding the north approach to the New Westminster Bridge, I beg to submit the following report. Upon going over the matter on the ground it was obviously necessary to go into this question in close detail, owing to the rigid limitations imposed by the proximity of the B.C. Electric, and the nature of the existing slope. Careful surveys were therefore made, and the results of these are shown on the blue print handed to you herewith, being drawing No. 490.

Upon referring to the plan you will note that the cross-section adopted for the retaining wall is one in which the base, exclusive of footing projection, is 0.4 of the total height. Considering the nature of the slope, which varies from a stiff clayey loam for the first 225 feet, to a cemented hardpan for the balance of the wall, and also the fact that the location is at the foot of a very long drained slope, it would appear to be necessary to backfill with rock and otherwise make ample provision for drainage.

Should this work be undertaken, it would appear advantageous to raise the grade as shown on the large scale profile, between stations 0 plus 35, and 3 plus 25, in order to correct the sag in the existing road between these points. This would also provide for a large part of the material from the excavation adjacent to it.

A complete schedule of quantities is shown on the plan.

E.H. Verner, Esq.,
District Engineer,
Court House,
NEW WESTMINSTER, B.C.

HLS/P.
Encls.

232388

D.M. & P.W.E.

(2).

You will note that a minimum road width of 30 feet has been used for the purpose of locating out the wall, this width is the largest single factor governing the height and, therefore, the cost of the proposed work. In view of the heavy traffic carried by this piece of road, and the fact that the minimum grade is over 5% with a sharp turn at top and bottom, a width of 30 feet would seem advisable.

Yours obediently,



Assistant District Engineer.

APPROVED - Dec. 19th, 1927.

E.H. Verner, Esq.,
District Engineer,
Court House,
NEW WESTMINSTER, B.C.



HLS/P.
Encls.1.

DISTRICT ENGINEER.

Dec. 17th, 1927.

New Westminster District
New Westminster Bridge

Sir:-

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Should this work be undertaken, it would appear advantageous to raise the grade as shown on the large scale profile, between stations 0 plus 35, and 3 plus 25, in order to correct the sag in the existing road between these points. This would also provide for a large part of the material from the excavation adjacent to it.

A complete schedule of quantities is shown on the plan.

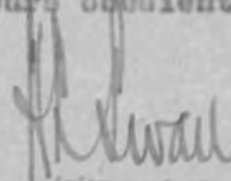
B.H. Verner, Esq.,
District Engineer,
Court House,
NEW WESTMINSTER, B.C.

HLS/P.
Encls.

(2).

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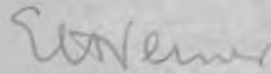
Yours obediently,



Assistant District Engineer.

APPROVED - Dec. 19th, 1927.

B.H. Verner, Esq.,
District Engineer,
Court House,
NEW WESTMINSTER, B.C.



HLS/P.
Encls. 1.

DISTRICT ENGINEER.

3077

COPY OF MINUTE
APPROVED

NOV 22 1927



REPORT:--

THAT owing to congestion of traffic due in part to the increased size of certain vehicles it has been found necessary to widen the north approach to the Fraser River Bridge, New Westminster, and to instal other safeguards and improvements:

THAT the expenditure occasioned thereby was not foreseen or provided for by the Legislature, and was urgently and immediately required for the public good:

THAT the Minister of Finance reports that there is no legislative authority for this expenditure:

AND TO RECOMMEND THAT a Special Warrant do issue in the sum of Four Thousand Dollars (\$4,000.00) to provide for the above expenditure, supplementing Vote No. 197.

DATED this 18th day of November, A.D. 1927.

"W. H. Sutherland"

Minister of Railways.

APPROVED this 18th day of November, A.D. 1927.

"J. D. MacLean"

Presiding Member of the Executive Council.

231225

NOV.16th
1927.

New Westminster District
New Westminster Bridge

MEMO. - Deputy Minister of Railways:

I enclose herewith copy of letter from
A. Wells Gray, M. L. A., dated the 10th instant,
together with copy of my reply thereto of even
date.

Deputy Minister and
Public Works Engineer.

PP:AW
encl.

NOV.16th
1927.New Westminster District
New Westminster Bridge

Sir:

I enclose herewith copy of letter from A. Wells Gray, with blue print, dated the 10th instant, together with copy of my reply thereto of even date. Will you kindly go into this matter and let me have a report.

Yours obediently,

Deputy Minister and
Public Works Engineer.E. H. Verner, Esq.,
District Engineer,
New Westminster, B. C.PP:AW
encls.

NOV. 16th
1927.New Westminster District
New Westminster Bridge

Dear Mr. Gray:

With reference to your letter of the 10th instant addressed to the Hon. Mr. Sutherland, the matter of the retaining wall on Front Street is one which will be referred to the railway Department. The western approach proposed retaining wall will be given consideration by this Department.

Of course you are aware we are getting towards the end of the season, and as this was not provided for in the Estimates, the work may have to stand over until next fiscal year if found necessary. In the meantime I am having a report made on the subject.

Yours obediently,

Deputy Minister and
Public Works Engineer.A. Wells Gray, Esq., M.L.A.,
New Westminster, B. C.

PP:AW

3077



New Westminster, B.C.
10th. November, 1927.

NOV 15 1927

ASSISTANT PUBLIC WORKS ENGINEER,
PUBLIC WORKS DEPT.
VICTORIA, B. C.

NOV 12 1927

Hon. Dr. W. H. Sutherland,
Minister of Public Works,
Victoria, B.C.

Dear Dr. Sutherland:-

I enclose herewith plan of proposed retaining walls showing the western approach to Fraser River Bridge. The present supporting wall is wood and in bad shape; this wall now proposed is concrete and will be a great benefit and will permit of the widening of this approach at a narrow place. The estimated cost is \$7000.00.

Also shown is concrete retaining wall on Front Street to replace present wooden crib, is a continuation of work carried out by your Department, this and previous years the estimated cost is \$12,000.00.

I would like to meet you at your convenience to look this over and am writing you now so as to enable you to place same in your estimates.

Yours sincerely,

Arwell Gray

230611

Min
D. M. & F. W. E.

COLUMBIA

STREET

British Columbia Electric Railway

PROPOSED
BRIDGE
RETAINING
WALL
Height 11 feet
385' long

APPROACH
ROAD

Height 6'0"

CONCRETE

STEPS

WALK

STEPS

NEW
ROAD

TO NEW WESTMINSTER

Abutment

PROPOSED
RETAINING
WALL
Height 11 feet

FRONT
STREET

285'

ROADWAY TO G.N.R. DEPOT
PLANK WALK

PLATFORM

CANADIAN
PACIFIC
RAILWAY

GREAT
NORTHERN
RAILWAY

FRASER RIVER
BRIDGE
HIGHWAY

SKETCH PLAN

OF

PROPOSED RETAINING WALLS

FRASER RIVER BRIDGE

SCALE 1" = 30'

CITY CLERK'S OFFICE



NEW WESTMINSTER, B.C.

September 13th, 1927.

Hon. W. H. Sutherland,
Minister of Public Works,
Provincial Parliament Building,
Victoria, B. C.

Dear Sir:

Your communication of the 16th ultimo, with reference to certain portions of Lots 6, 7, 8, 9 and 10 City Block M. to be used as Street allowance, was read at the regular meeting of the City Council held this morning. A resolution was unanimously passed instructing the Clerk to write and express the Mayor and Aldermen's grateful appreciation and thanks for your consideration.

Yours respectfully,

City Clerk.

WHK/U.

228183

APWE

NEW WESTMINSTER ELECTORAL
DISTRICT.

COLUMBIA STREET WIDENING AT CITY BLOCK M.

49-122 SW

NOTICE is hereby given that, pursuant to section 8 of the "Highway Act," being chapter 103 of the "Revised Statutes of British Columbia, 1921," the following described portions of Lots 6, 7, 8, 9, and 10 of City Block M, according to Map 2020 deposited in the Land Registry Office at New Westminster, British Columbia, are hereby established as a public highway:—

Commencing at the north-westerly corner of Lot 6 of said City Block M on the southerly boundary of Columbia Street; thence easterly five (5) chains along the southerly boundary of Columbia Street to the north-easterly corner of Lot 10 of said City Block M; thence south-westerly to a point on the boundary between Lots 8 and 9, said point being 33 feet southerly from the southerly boundary of Columbia Street; thence westerly three (3) chains to a point on the boundary between Lots 5 and 6 of said City Block M, said point being 33 feet southerly from the southerly boundary of Columbia Street; thence 33 feet to point of commencement, as shown outlined in red on plan deposited on File 307 in the Provincial Public Works Department, Victoria, B.C.

File 307

W. H. SUTHERLAND,

Minister of Public Works.

*Parliament Buildings,
Victoria, B.C., September 8th, 1927.*

3618-se8

NEW WESTMINSTER ELECTORAL
DISTRICT.

COLUMBIA STREET WIDENING AT CITY BLOCK M.

NOTICE is hereby given that, pursuant to section 8 of the "Highway Act," being chapter 103 of the "Revised Statutes of British Columbia, 1927," the following described portions of Lots 6, 7, 8, 9, and 10 of City Block M, according to Map 2020 deposited in the Land Registry Office at New Westminster, British Columbia, are hereby established as a public highway:—

Commencing at the north-westerly corner of Lot 6 of said City Block M on the southerly boundary of Columbia Street; thence easterly five (5) chains along the southerly boundary of Columbia Street to the north-easterly corner of Lot 10 of said City Block M; thence south-westerly to a point on the boundary between Lots 8 and 9, said point being 33 feet southerly from the southerly boundary of Columbia Street; thence westerly three (3) chains to a point on the boundary between Lots 5 and 6 of said City Block M, said point being 33 feet southerly from the southerly boundary of Columbia Street; thence 33 feet to point of commencement, as shown outlined in red on plan deposited on File 3077 in the Provincial Public Works Department, Victoria, B.C.

W. H. SUTHERLAND,

Minister of Public Works.

Parliament Buildings,

Victoria, B.C., September 8th, 1927.

3618-se8

NEW WESTMINSTER ELECTORAL
DISTRICT.

COLUMBIA STREET WIDENING AT CITY BLOCK M.

NOTICE is hereby given that, pursuant to section 8 of the "Highway Act," being chapter 103 of the "Revised Statutes of British Columbia, 1924," the following described portions of Lots 6, 7, 8, 9, and 10 of City Block M, according to Map 2620 deposited in the Land Registry Office at New Westminster, British Columbia, are hereby established as a public highway:—

Commencing at the north-westerly corner of Lot 6 of said City Block M on the southerly boundary of Columbia Street; thence easterly five (5) chains along the southerly boundary of Columbia Street to the north-easterly corner of Lot 10 of said City Block M; thence south-westerly to a point on the boundary between Lots 8 and 9, said point being 33 feet southerly from the southerly boundary of Columbia Street; thence westerly three (3) chains to a point on the boundary between Lots 5 and 6 of said City Block M, said point being 33 feet southerly from the southerly boundary of Columbia Street; thence 33 feet to point of commencement, as shown outlined in red on plan deposited on File 3077 in the Provincial Public Works Department, Victoria, B.C.

W. H. SUTHERLAND,

Minister of Public Works.

Parliament Buildings,

Victoria, B.C., September 8th, 1927.

3618 sc8

NEW WESTMINSTER ELECTORAL
DISTRICT.

COLUMBIA STREET WIDENING AT CITY BLOCK M.

NOTICE is hereby given that, pursuant to section 8 of the "Highway Act," being chapter 103 of the "Revised Statutes of British Columbia, 1924," the following described portions of Lots 6, 7, 8, 9, and 10 of City Block M, according to Map 2620 deposited in the Land Registry Office at New Westminster, British Columbia, are hereby established as a public highway:—

Commencing at the north-westerly corner of Lot 6 of said City Block M on the southerly boundary of Columbia Street; thence easterly five (5) chains along the southerly boundary of Columbia Street to the north-easterly corner of Lot 10 of said City Block M; thence south-westerly to a point on the boundary between Lots 8 and 9, said point being 33 feet southerly from the southerly boundary of Columbia Street; thence westerly three (3) chains to a point on the boundary between Lots 5 and 6 of said City Block M, said point being 33 feet southerly from the southerly boundary of Columbia Street; thence 33 feet to point of commencement, as shown outlined in red on plan deposited on File 1077 in the Provincial Public Works Department, Victoria, B.C.

W. H. SUTHERLAND,

Minister of Public Works.

Parliament Buildings,

Victoria, B.C., September 8th, 1927.

3618 se8



REQUISITION No. 1928A

To K.P.



PUBLIC WORKS DEPARTMENT.

D. Public Works

191

Victoria, B.C.

Sept. 3rd 1927

Dear Sir,

Please supply the undermentioned articles:—

file 3077

49-122
S W

Columbia Street Widening

The attached notice to be published in the B.C. Gazette of
8th Sept. 1927

Six galley proofs to be supplied.

TOTAL VALUE..... \$

(Signature) W. F. Baxter
FOR Office Engineer

Deputy Minister and Public Works Engineer.

Dept. File No. 3077
District File No. _____

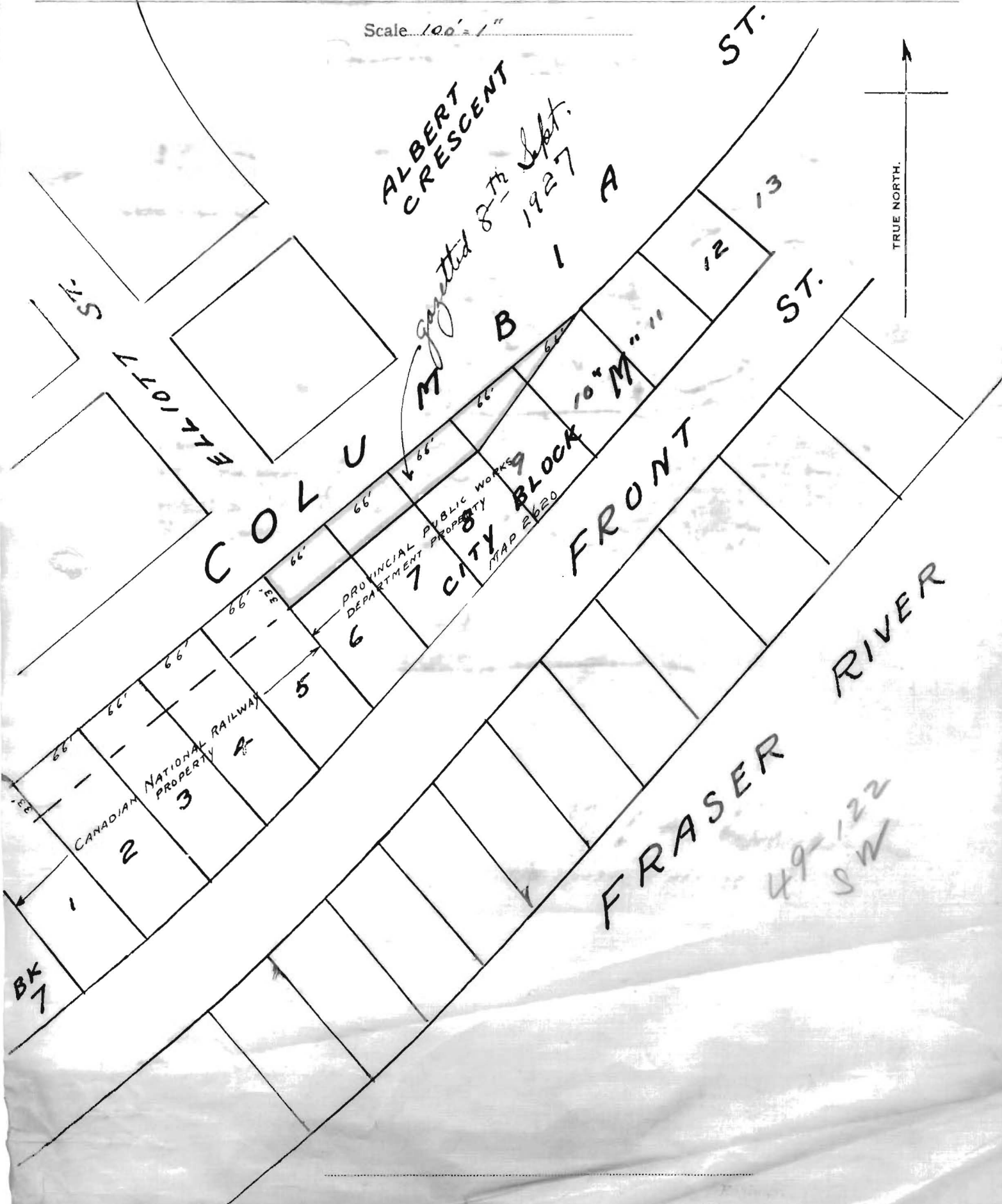
Form 52.

GOVERNMENT OF BRITISH COLUMBIA.

PUBLIC WORKS DEPARTMENT.

To ascertain PROPOSED WIDENING OF COLUMBIA STREET
CITY OF NEW WESTMINSTER

Scale 100' = 1"



File 3077

New Westminster Electoral District

Columbia Street Widening at City Block "M".

NOTICE is hereby given that pursuant to Section 8 of the "Highway Act", being Chapter 103 of the "Revised Statutes of British Columbia, 1924", the following described portions of Lots 6, 7, 8, 9 and 10 of City Block "M" according to Map 2620 deposited in the Land Registry Office at New Westminster, British Columbia, are hereby established as a public highway, -

Commencing at the north-westerly corner of Lot 6 of said City Block "M" on the southerly boundary of Columbia Street; thence easterly five (5) chains along the southerly boundary of Columbia Street to the north-easterly corner of Lot 10 of said City Block "M"; thence south-westerly to a point on the boundary between Lots 8 and 9, said point being 33 feet southerly from the southerly boundary of Columbia Street; thence westerly three (3) chains to a point on the boundary between lots 5 and 6 said City Block "M", said point being 33 feet southerly from the southerly boundary of Columbia Street; thence 33 feet to point of commencement, as shown outlined in red on plan deposited on file 3077 in the Provincial Public Works Department, Victoria, B.C.

W.H.Sutherland

Minister of Public Works

Parliament Buildings

Victoria, B.C.

8th Sept. 1927

New Westminster Electoral District

Columbia Street Widening at City Block "M".

NOTICE is hereby given that pursuant to Section 8 of the "Highway Act", being Chapter 103 of the "Revised Statutes of British Columbia, 1924", the following described portions of Lots 6, 7, 8, 9 and 10 of City Block "M" according to Map 262D deposited in the Land Registry Office at New Westminster, British Columbia, are hereby established as a public highway, -

Commencing at the north-westerly corner of Lot 6 of said City Block "M" on the southerly boundary of Columbia Street; thence easterly five (5) chains along the southerly boundary of Columbia Street to the north-easterly corner of Lot 10 of said City Block "M"; thence south-westerly to a point on the boundary between Lots 8 and 9, said point being 33 feet southerly from the southerly boundary of Columbia Street; thence westerly three (3) chains to a point on the boundary between lots 5 and 6 said City Block "M", said point being 33 feet southerly from the southerly boundary of Columbia Street; thence 33 feet to point of commencement, as shown outlined in red on plan deposited on file 3077 in the Provincial Public Works Department, Victoria, B.C.

W.H.Sutherland

Minister of Public Works

Parliament Buildings

Victoria, B.C.

8th Sept. 1927

In all communications in connection
with this matter kindly refer to No.

Address all letters to the
REGISTRAR OF TITLES,
NEW WESTMINSTER, B.C.

MEMORANDUM

TO Deputy Minister & Public Works
Engineer,
Dept. of Public Works,
Victoria, B.C.

FROM THE

LAND REGISTRY OFFICE,

NEW WESTMINSTER, B.C. Sept. 2nd 1927.

Re No.

I am in receipt of your letter of the 30th ultimo
enclosing proposed plan and description of the widening of
Columbia St. in Block M.

I have made further corrections to the description,
in pencil, and am returning herewith the corrected description
and above mentioned plan.

JHD/F
encl.

T. O. TOWNLEY,
Registrar.

Per. *[Signature]*

O. E.

New Westminster Electoral District

Columbia Street Widening at City Block "H"

Notice is hereby given that pursuant to Section 9 of the "Highway Act" being Chapter 103 of the "Revised Statutes of British Columbia 1924, the following described portions of Lots 6, 7, 8, 9 and 10 of City Block "H" according to Map 2620 deposited in the Land Registry Office at New Westminster, are hereby established as a public highway,-

Commencing at the ^{road} south - westerly corner of Lot 6 of said City Block "H" on the ^{boundary} easterly boundary of Columbia Street, thence ~~north~~ easterly five (5) chains along the easterly ^{Southerly} boundary of Columbia Street to the north-easterly corner of Lot 10 of said City Block "H"; thence ~~southerly~~ ^{Westerly} to a point on the boundary between Lots 8 and 9, said point being 33' ^{Southerly} easterly from the ^{Southerly} easterly boundary of Columbia Street; thence ~~north-westerly~~ ^{Southerly} three (3) chains to a point on the boundary between lots 5 and 6 said City Block "H", said point being 33' ^{Southerly} easterly from the ^{Southerly} easterly boundary of Columbia Street thence 33' to point of commencement, as shown outlined in red plan deposited on file 3077 in the Department of Public Works, Victoria, B.C.

S.M. Sutherland.
Minister of Public Works

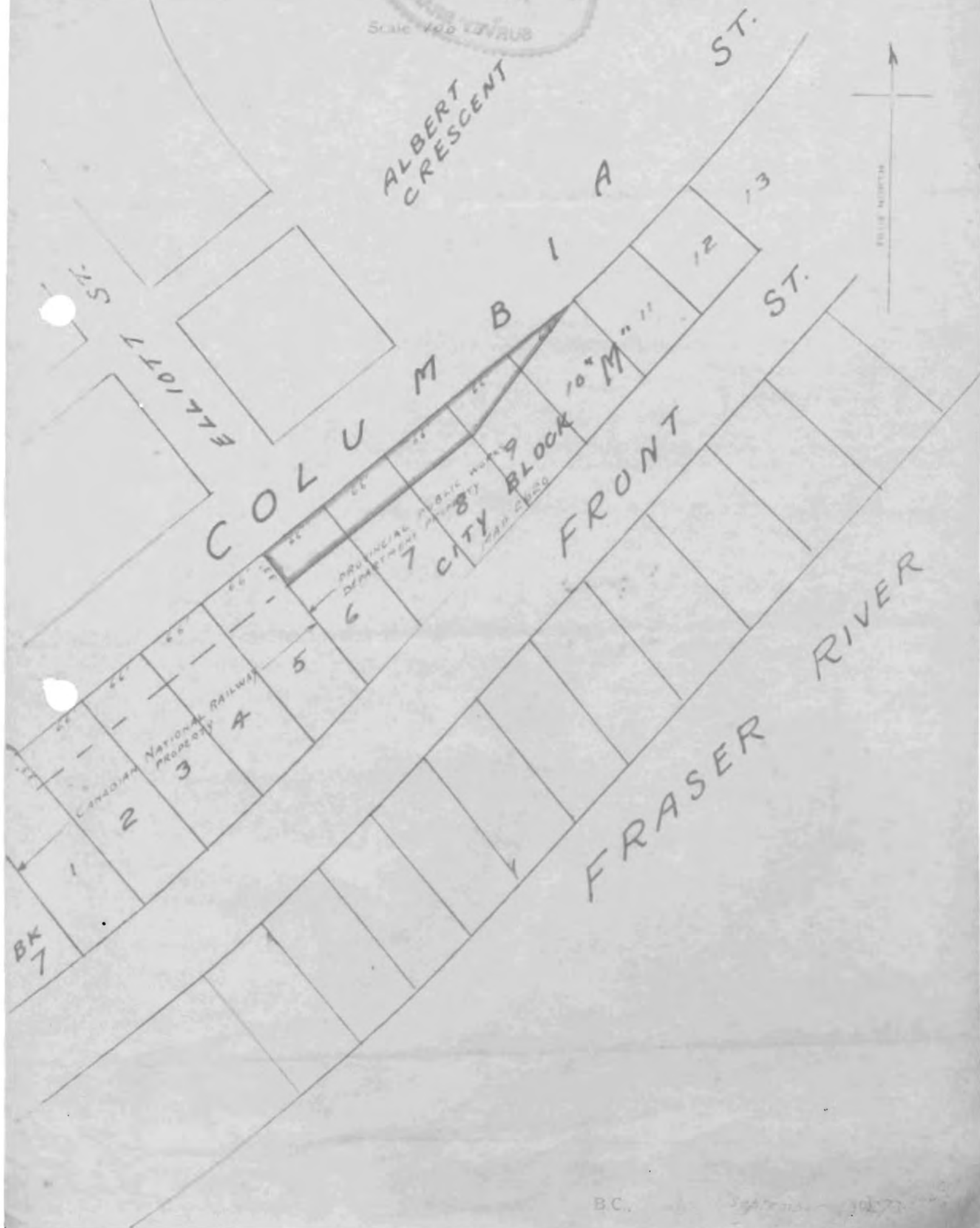
Parliament Buildings,
Victoria, B.C.

1st. September, 1927.

84

PUBLIC WORKS DEPARTMENT
PROPOSED WIDENING OF COLUMBIA STREET
CITY OF NEW WESTMINSTER

Scale 1" = 100' (1:1200)



B.C.

3077

August 30th, 1927.

New Westminster Dist.
Columbia St. Widening
At City Block "M"

Dear Sir:

With reference to the proposed widening of Columbia Street, I would be pleased if you would check over the enclosed draught copy of proposed Gazette Notice. You will notice one or two corrections have been made by the city of New Westminster but we would like you to confirm these.

A sketch plan is enclosed for your guidance.

Yours obediently,

Deputy Minister and
Public Works Engineer.

Registrar of Titles,
Land Registry Office,
Court House,
New Westminster, B.C.

TFB:AL
Encls.

2077
MAYOR'S OFFICE



A. WELLS. GRAY. MAYOR
NEW WESTMINSTER, B. C.

27th August, 1927.



P. Philip, Esq.
Deputy Minister of Public Works,
Victoria, B.C.

Dear Mr. Philip :-

Widening of Columbia Street New Westminster

I thank you for your letter of the 25th inst.
enclosing copies of draft Gazette notice in connection with
the above matter. I return one copy of the notice as you
request and suggest that the description of the property be
amended as shewn. The plan will, of course, shew exactly
what is intended to be dedicated.

Yours very truly,

A. Wells Gray
Mayor.

AWG/B.

227035

278
APWE.

New Westminster Electoral District
Columbia Street Widening at City Block "M"

Notice is hereby given that pursuant to Section 8 of the "Highway Act" being Chapter 103 of the "Revised Statutes of British Columbia 1924, the following described portions of Lots 6, 7, 8, 9 and 10 of City Block "M" according to Map 2620 deposited in the Land Registry Office at New Westminster, are hereby established as a public highway,-

~~Commencing at the south~~ ^{**NORTH**} - westerly corner of Lot 6 of said City Block "M" on the easterly boundary of Columbia Street, thence north easterly five (5) chains along the easterly boundary of Columbia street to the north ~~westerly~~ ^{**EASTERLY**} corner of Lot 10 of said City Block "M" ; thence southerly to a point on the boundary between Lots 8 and 9, said point being 33' easterly from the easterly boundary of Columbia Street; thence south-westerly three (3) chains to a point on the boundary between lots 5 and 6 said City Block "M", said point being 33' easterly from the easterly boundary of Columbia Street thence 33' to point of commencement, as shown outlined in red on plan deposited on file 3077 in the Department of Public Works, Victoria, B.C.

W.H. Sutherland.
Minister of Public Works

Parliament Buildings,
Victoria, B.C.
1st, September, 1927.

LOTS REQUIRED FOR WIDENING COLUMBIA AVE.

Public Works Minister
Makes Visit to New
Westminster

STAR (K) (P)
INSPECTION MADE

Property Needed Likely to Be Declared Highway Under Act

Lots which the provincial government has promised to make available for New Westminster to aid in the widening of Columbia ave., will probably be declared a highway under the Highway Act instead of being formally deeded by the province to the city, it was announced by Hon. W. H. Sutherland, minister of public works, after a visit to New Westminster Wednesday.

The result will be the same. The land will be available for providing a vehicular driveway to the south of the street car tracks, but the cost of the property transfer will be eliminated.

Security Increased

With the lots promised by Sir Henry Thornton from the C.N.R. and those from the provincial government, Columbia ave. can be made a much safer highway for the heavy volume of motor traffic using it during the summer months.

While in New Westminster, Dr. Sutherland took note of the new approach to the bridge now under construction by his department. The new approach is from the east and with half the traffic removed from the present westerly approach, conditions will be much safer for traffic, it is pointed out.

Orders have been given also, he announced, that the slow speed signs and regulations for traffic on the bridge have been removed. Hereafter traffic will drive to the common danger at its own risk. The slow movement was creating congestion on busy days, he said, and was leading to a dangerous tendency of some drivers to try to pass others.

New Gates Expected

New bridge gates which were ordered some time ago will arrive shortly and when they are erected will stand farther back from the swing span opening than the old ones. Greater safety will result, in the minister's opinion.

Dr. Sutherland conferred with the harbor commissioners about the proposed protection of the bridge pier to the south of the swing span, where there have been a number of close escapes lately due to ships being swung by the current almost against the pier. A difference of opinion exists between the public works engineer and the harbor commissioners as to the position in which the necessary rows of piles should be driven. After viewing the site, Dr. Sutherland recommended that the engineers confer again, as he did not feel disposed to act contrary to the advice of his technical staff. Last year the government spent \$20,000 protecting the rest piers against the danger of collision.

New Westminster Dist.
Columbia St. Widening
At City Block "M"

August 25th, 1927.

Dear Mr. Mayor:-

With further reference to your letter of the 12th instant regarding the above matter. I am enclosing copies of a draft Gazette notice insertion of which, in the Gazette of the 1st, proximo, has been approved by the Honourable Minister of Public Works. However, it occurred to me that before publishing this notice you might wish to have the description checked. I would be obliged if you would kindly return one copy of the notice with any amendments or additions considered necessary, not later than the 30th instant.

Yours obediently,

Deputy Minister and
Public Works Engineer.

His Worship the Mayor of New Westminster,
New Westminster, B.C.

PLM:GM
Encl.

New Westminster Electoral District

Columbia Street Widening at City Block "M"

Notice is hereby given that pursuant to Section 8 of the "Highway Act" being Chapter 103 of the "Revised Statutes of British Columbia 1924, the following described portions of Lots 6, 7, 8, 9 and 10 of City Block "M" according to Map 2620 deposited in the Land Registry Office at New Westminster, are hereby established as a public highway, -

Commencing at the ^{north} south - westerly corner of Lot 6 of said City Block "M" on the easterly boundary of Columbia Street, thence north easterly five (5) chains along the easterly boundary of Columbia street to the north easterly corner of Lot 10 of said City Block "M"; thence southerly to a point on the boundary between Lots 8 and 9, said point being 33' easterly from the easterly boundary of Columbia Street; thence south-westerly three (3) chains to a point on the boundary between lots 5 and 6 said City Block "M", said point being 33' easterly from the easterly boundary of Columbia street thence 33' to point of commencement, as shown outlined in red plan deposited on file 3077 in the Department of Public Works, Victoria, B.C.

W.H. Sutherland.
Minister of Public Works

Parliament Buildings,
Victoria, B.C.

1st, September, 1927.

OK Gazette H. 5/8/27
Draft of proposed notice for Gazette Sept 1st 1927
Suggest before publication City Clerk New
Westminster be asked to approve of description
[Signature]



Thence South westerly on a
line drawn through lots 10 & 9
Blk M Map 1670 NW Dist to
its intersection with the easterly
boundary of lot 8 said point
being 33 feet southerly along
the boundary line between lots
8 & 9 Blk M Map 1670 - Thence
for a line parallel and 33 feet
distances from the southerly boundary
of lots 6 & 7 & 8 Blk M Map 1670
to its intersection with the westerly
boundary of lot 6 Blk M Map 1670
thence north along the westerly line

Commencing at a point on the
southerly boundary of Columbia St.
said point being coincident
with the NW corner lot 6 Blk M
Map 1670 ^{NW Dist} and the NE Cor lot
5 Blk M of the said Map 1670
NW Dist. Thence north easterly
and following the said southerly
boundary of Columbia St. - and
the southerly boundary of lots
6, 7, 8, 9 & 10 ^{Blk M} of the said Map
1670 NW Dist. - to the NE
Cor lot 10 Blk M Map 1670
a distance of 330 feet more or less

of the said lot B - to the point
of commencement a distance of 33
feet @

3077

NEW WESTMINSTER BRIDGE

Answers by J. R. Griffith, Deputy Minister of Railways, to questions by the Premier on Feb. 2, 1927

1. What was the total cost of construction and betterments of the bridge across the Fraser River at New Westminster?
Construction, \$1,018,382.57. Betterments, \$352,164.06. Total, \$1,370,546.63
2. Total cost of maintenance, year by year, up to date? \$803,224.36
3. Total revenue, year by year, up to date? \$750,941.57
4. The amount expended in strengthening the bridge for heavier railway traffic? \$137,295.78.
5. The margin of safety for present loading of bridge, including railway traffic? The main trusses and girders supporting the Railway track were reinforced in 1924 so as to safely carry a double header of Class ~~2~~ 0.4 locomotives and a train load of 6,000 lbs. per lineal foot. No steel is stressed over 18,000 lbs. with this loading. Class 0.4 engine and tender weighs 508,900 lbs., two of these being allowed in the calculations. The heaviest engine operating over the bridge at present is 446,420 lbs. (engine and tender) but no double heading allowed.
6. The additional safety life of the bridge subject to its present day loading? It would hardly be safe to figure on a longer period of life for the bridge than another 25 years for railway traffic. It might be good for 40 years for Highway traffic only.
7. An Estimate of the approximate cost of converting the present bridge into a double deck highway bridge, eliminating railway traffic?
Approximate cost, including steel floor treads, \$50,000.00.

Note: The south-bound traffic would be on the upper deck and north-bound on the lower. No change at the approach would be necessary at the north end of the bridge, but on the south the north-bound traffic would be ~~carried~~ carried over a trestle in order to permit the south-bound traffic to go underneath. By this means all traffic would be delivered on the main highway on its proper side.

(Copy for Mr. P. Philip, from Premier's Office)

216930

Noted with
Charters
P.P.
D.M. & P.W.E.

2077

August 16, 1927.

His Worship the Mayor of New Westminster,
New Westminster, B.C.

Dear Mr. Mayor,-

In reference to certain portions of
Lots 6, 7, 8, 9 and 10, City Block "M", to be
used for street allowance, I see no objection
to this and will ask to have the necessary
transfer made.

I am,
Yours truly,

Minister.

MAYOR'S OFFICE



A. WELLS. GRAY. MAYOR
NEW WESTMINSTER, B. C.

12th August, 1927.



The Honorable W. H. Sutherland,
Minister of Railways,
Victoria, B.C.

Sir :-

On behalf of the Corporation of the City of New Westminster, I respectfully beg leave to ask that certain portions of Lots 6,7,8,9 & 10 of City Block "M", according to Map 2620, deposited in the Land Registry Office at New Westminster, be dedicated to the widening of Columbia Street.

The portions of land referred to in this request are shown edged red on the accompanying plan.

Yours respectfully,

A. Wells Gray
Mayor.

AWG/B.

226528

3072

who got his jaw

A BARRIER AGAINST TOURISTS

B RITISH COLUMBIA'S government is being asked to authorize the building by American capital of a new high level bridge over the Fraser river at a point immediately below the present bridge.

The applicant company requests the right to charge tolls. It also demands the conversion of the present bridge into a bridge for railway traffic exclusively.

In brief, this company wants to erect a toll barrier for its own benefit, against every American motor tourist coming into British Columbia and against every Surrey farmer who trucks his produce into Westminster or Vancouver markets.

A second bridge across the Fraser is a crying necessity. Present traffic is practically beyond the capacity of the existing bridge. But no necessity can be great enough to permit the erection of a private bridge that will establish a monopoly for the enrichment of any company.

A bridge, like a road, is a public convenience. It should be owned by the public. Its cost should be charged off against the service it provides for the public.

Any bridge built across the Fraser should be built by public funds. It would more than pay for itself in the additional convenience to residents and in the additional service it would offer to tourists.

Any bridge monopoly handed over to any private company will be an unfortunate reversion to the travel-suppressing days of toll gates.

What this country needs, along with a good five-cent cigar, is an appetite.

SUN JAN 30/1927



EMPRESS HOTEL
VICTORIA, B.C.

3077
Canadian Pacific Hotels



Victoria, B.C.
Jan. 25th, 1927

Hon. Dr. W.H. Sutherland,
Minister of Public Works,
Parliament Bldgs,
Victoria, B.C.

Dear Sir:-

I am going to Vancouver tonight and propose, unless there are objections on your part, to be here on Friday morning with two concrete proposals for the New Westminster Bridge.

In the meantime I have received a wire from J.L. Harrington which reads as follows:-

" I can handle Fraser River without interest guarantee if necessary stop push vigorously Fraser River.

(Signed) John Lyle Harrington

I would suggest if this is acceptable rather than the Interest Guarantee that some provision would have to be made to close the traffic on the old Bridge when the new High Level Bridge is completed, say in two and a half years time after completing the necessary work with the Federal Government.

There are of course arguments in favor of the Bond Interest Guarantee by your Government:-

216658



EMPRESS HOTEL
VICTORIA, B.C.

Canadian Pacific Hotels

-2-

- 1st. Such as very low tolls.
- 2nd. Complete Government control as to the old bridge and also the new.
- 3rd. Possible passes to all residents within a five mile radius which could not be had without the guarantee on account of the Financial Houses

and several other matters of interest to your Government.

Yours very truly,

Frank Cameron

STUART CAMERON AND COMPANY
LIMITED

GENERAL CONTRACTORS

CODE
BENTLEY'S
COMPLETE
PHRASE



815 Bower Building,
VANCOUVER, CANADA

January 27th, 1927.

Hon. W. H. Sutherland,
Minister of Public Works,
VICTORIA, B. C.

Dear Sir:- Re Fraser River Bridge - New Westminster.

With a view to suggesting some method of relieving the traffic congestion which now exists on the above structure, we have had our Engineers make a preliminary examination and they advise the erection of an entirely new highway structure and the abandonment of the highway deck on the present bridge. If this is done the existing bridge could be made competent to carry modern railway traffic without over-stress.

Conditional upon your Government giving us the authority to collect tolls on the new structure, we will agree to secure the necessary funds and build a first class high level bridge of ample strength and width to take care of highway traffic for many years to come.

This would be a modern, permanent structure, built entirely of steel and concrete, including the roadway and steel approaches, thus avoiding the fire hazard which is always present when wood is used. It would be located about three hundred yards down river from the present structure, springing from a suitable elevation on Albert Crescent and dropping down on the south shore by a long steel trestle approach on a five per cent grade.

The cost of this structure, exclusive of right-of-way, would be about three and one half million dollars and we would suggest that if your Government would undertake to guarantee interest and sinking fund, that a low minimum toll could be fixed for local residents and a much higher toll for non-residents or tourists -- say a minimum of sixty to seventy five cents per car. For the residents commutation tickets at a low rate would be arranged for.

We are not yet in a position to say definitely just what the tolls should be as they would depend largely on the traffic and could be modified from time to time to suit conditions. Our maximum tolls, however, will be specified in the private bill which we will submit immediately for your approval. If, as we have suggested, interest and sinking fund could be guaranteed by your Government, the cost of financing would be reduced to the minimum and this in turn would be reflected in the overhead charges. The lower these charges

216657

STUART CAMERON AND COMPANY
LIMITED

GENERAL CONTRACTORS

CODE
BENTLEY'S
COMPLETE
PHRASE

VANCOUVER, CANADA

-2-

Hon. W. H. Sutherland.

could be kept the lower the tolls would be.

The ownership of the bridge would be vested in a company to be incorporated for that purpose, but provision would be made so that the Government could purchase it after say twenty years either with bonds or for cash, at its cost price less actual depreciation. The Government could then, if thought desirable, continue to collect tolls until the bridge was paid for in full. By this method the public would be given a modern, permanent structure, adequate for many years to come, without any cost to the Government or Tax-payer; it would be entirely paid for by those who used it; largely by the tourists from other provinces and from the United States

Should your Government decide against a guarantee of interest and sinking fund, we would still be prepared to go ahead with the project as per our letter to you of the 25th inst. The tolls would, however, have to be somewhat higher to cover the additional cost of financing and the higher rate of interest. It would be the policy of the Bridge Company to adjust the tolls so as to insure sufficient revenue to meet all charges; we could not afford to exact a schedule of tolls which would have a tendency to restrict traffic, but they must be high enough to provide sufficient revenue to meet all operating expenses, including interest and sinking fund.

Taking into consideration the completion of the bridge, say in two and one-half years, and the great increase in traffic which is bound to come during this period, we would suggest that the bridge would be an absolute necessity even before this time has expired.

The money market at this date is in very good condition for projects of this nature, as privately owned toll bridges are looked upon very favorably by investors in United States and Canada at the present time.

We desire to apply through your Government immediately for the right to collect tolls on this structure subject to our Company getting the right at Ottawa to construct the bridge.

From data we have compiled to date, the bridge would be of the suspension type; approximately four thousand (4,000) feet long, one hundred and fifty (150) feet

STUART CAMERON AND COMPANY
LIMITED

GENERAL CONTRACTORS

CODE
BENTLEYS
COMPLETE
PHRASE

VANCOUVER, CANADA

-3-

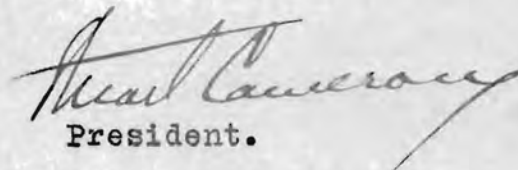
Hon. W. H. Sutherland.

above high water, width for vehicles thirty two (32) feet with two five foot sidewalks. Main span would be nine hundred (900) feet long with two additional spans of four hundred and fifty (450) feet.

We urge that this matter be given your immediate attention for the reason as you know, the time is limited for presenting our bill at this session of your Legislature and also on account of the known favorable condition of the money market at present.

Yours very truly,

STUART CAMERON & COMPANY LIMITED.


President.



THE GOVERNMENT OF
THE PROVINCE OF BRITISH COLUMBIA

Department of Railways

VICTORIA, B.C.

January 4th, 1927.

3077

P. Philip Esq.
Deputy Minister of Public Works,
Buildings.

Dear Sir:-

I beg to acknowledge yours of the 3rd
instant enclosing the following Agreements:-

- (1) Memo of Agreement between Commissioner of
Lands and Works and the B.C. Electric
Railway Co., relative to Hastings Townsite.
- (2) Agreement between the Vancouver Westminster
Northern & Yukon Railway Co., and Hon. W.C.
Wells relative to New Westminster Bridge.
- (3) Agreement between the V.V.& E. Railway and
the Province relative to running rights over
the Westminster Bridge.

Yours truly,

Deputy Minister and Chief
Engineer of Railways.

EG.

215549

H.

3077
JANUARY
3rd, 1927.

MEMO:- to Deputy Minister of Railways.

I am enclosing herewith the following documents which have been on deposit in our safe. As these however, concern your department it would appear advisable to hand them over to you.

- (1) Memo of agreement between Commissioner of Lands and Works and the B. C. Electric Railway Co., relative to Hastings Townsite.
- (2) Agreement between the Vancouver Westminister Northern & Yukon Railway Co., and Hon. W. C. Wells relative to New Westminister Bridge.
- (3) Agreement between the V. V. & E. Railway and the Province relative to running rights over the Westminister Bridge.

Deputy Minister and
Public Works Engineer.

FHH/AM

Oct. 30th, 1926.

Fraser River BridgeMemo. - The Comptroller-General.

In reply to your memorandum of the 19th instant, I discussed this matter with the Deputy Minister of Railways and am informed by the latter that this matter is in the hands of the Legal Department, with a view to carrying out the suggestion of amending the Act as outlined in your Memorandum to Mr. Griffith of the 12th October.

Deputy Minister and
Public Works Engineer.

PP:NP

THE GOVERNMENT OF THE PROVINCE OF BRITISH COLUMBIA
THE COMPTROLLER-GENERAL

VICTORIA

October 19th, 1926.

File #163.



ANSWERED
OCT 29 1926

VICTORIA, B. C.

The Deputy Minister of Public Works,
Buildings.

Dear Sir:-

Re Fraser River Bridge

Confirming conversation this morning, I enclose
herewith copy of my letter of the 12th instant
to the Deputy Minister of Railways.

Yours truly,

A handwritten signature in dark ink, appearing to be "C. J. ...".

Comptroller-General.

Enc.

212197

Sir Mr. Gifford
D.M. & P.W.E.

C O P Y

October 12th, 1926.

File #163.

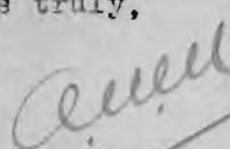
The Deputy Minister of Railways,
Buildings.

Dear Sir:-

You may remember that the question of placing the Fraser River Bridge, New Westminster, directly under the control of the Department of Railways, was discussed some months ago, when it was suggested that the Public Works Act (Chapter 212, Revised Statutes 1924), be amended; also the Railway Department Act (Chapter 217, Revised Statutes 1924).

I now have a memorandum from the Hon. the Minister of Finance to the effect that amendments to Acts should be dealt with at an early date, in order that any suggested changes may receive attention in good time before the Legislative Assembly meets. It is recommended, therefore, that the matter receive attention now, and possibly it might be well to discuss this matter with the Hon. the Attorney-General.

Yours truly,


Comptroller-General.



3077
DEPARTMENT OF PUBLIC WORKS
General Foreman's Office,

Dist. File 29-80-12 THE GOVERNMENT OF
THE PROVINCE OF BRITISH COLUMBIA

(COURT-HOUSE)
VANCOUVER, B.C. 29th May, 1926



Bridge Iron
Westminster Bridge

Sir:-

In reply to your letter of the 18th instant, file 3077, regarding the charges on iron to the above bridge, I beg to inform you that the sorting, loading and unloading, also the hauling amounts to \$50.61 (fifty dollars and sixty-one cents).

Yours obediently,

P. Philip
General Foreman.

P. Philip, Esq.,
Deputy Minister and Public Works Engineer,
VICTORIA, B.C.

PW:DC

205338

1 sept
Railway
filled
2/9/26
H

General Foreman's Office,

Dist. File 29-80-12

29th May,

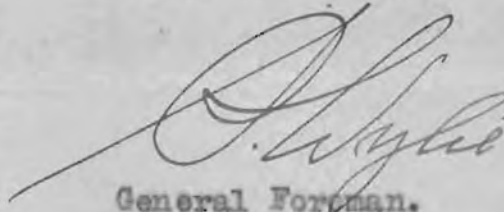
6

Bridge Iron
Westminster Bridge

Sir:-

In reply to your letter of the 18th instant, file 3077, regarding the charges on iron to the above bridge, I beg to inform you that the sorting, loading and unloading, also the hauling amounts to \$50.61 (fifty dollars and sixty-one cents).

Yours obediently,



General Foreman.

P. Philip, Esq.,
Deputy Minister and Public Works Engineer,
VICTORIA, B.C.

PW:DC

May 18th, 1926.

Bridge Iron
Westminster Bridge

Sir:

With reference to your letter of the 14th inst. file 29-80-12, kindly advise if you paid the forwarding charges, and if so how much.

Yours obediently,

Deputy Minister & Public Works Engineer.

P. Wylie, Esq.,
General Foreman,
Court House,
Vancouver, B. C.

AH:AW



THE GOVERNMENT OF
THE PROVINCE OF BRITISH COLUMBIA

3077
DEPARTMENT OF PUBLIC WORKS
General Foreman's Office,

(COURT-HOUSE)
VANCOUVER, B.C. 14th May, 1926.



Bridge Iron
Westminster Bridge

PUBLIC WORK ENGINEER
ANSWERED
MAY 17 1926

VICTORIA, B. C.

Sir:-

I beg to inform you that
on the 7th and 8th instants, I shipped to the
above bridge 20,805 lbs Iron Rods. This I
think will complete the shipment which will be
required.

20 per lb

Yours obediently,

P. Wyllie

General Foreman.

P. Philip, Esq.,
Deputy Minister and Public Works Engineer,
VICTORIA, B.C.

PW:DC

204502

Dist. File 29-80-12

General Foreman's Office,

14th May,

6

Bridge Iron
Westminster Bridge

Sir:-

I beg to inform you that on the 7th and 8th instants, I shipped to the above bridge 20,805 lbs Iron Rods. This I think will complete the shipment which will be required.

Yours obediently,

P. Wylie
General Foreman. *c*

P. Philip, Esq.,
Deputy Minister and Public Works Engineer,
VICTORIA, B.C.

PW:DC

April 29th, 1926.

Delta District
South Approach to Westminster Bridge

Sir:

I am in receipt of Mr. Stowe's
letter of March 23rd, file 9-20-1A, and now
return the account of J. Muirhead for payment.

Yours obediently,

Deputy Minister & Public Works Engineer.

E. H. Verner, Esq.,
District Engineer,
New Westminster, B. C.

AH:AW
encl.



Dist. File 29-80-12

THE GOVERNMENT OF
THE PROVINCE OF BRITISH COLUMBIA

3077
DEPARTMENT OF PUBLIC WORKS

General Foreman's Office,

(COURT-HOUSE)
VANCOUVER, B.C. 22nd April, 1926



Bridge Iron

Sir:-

With reference to your letter of the 21st instant, file 3077, regarding the cost of transporting the iron to the Westminster Bridge, one payment amounting to \$24.00 has already been made for the first lot, and a further amount of \$33.00 for the second lot will be made shortly, making a total of \$57.00 paid by this Department.

Yours obediently,



General Foreman.

P. Philip, Esq.,
Deputy Minister & Public Works Engineer,
VICTORIA, B.C.

PW:DC

203309

Dist. File 29-80-12

General Foreman's Office,

22nd April,

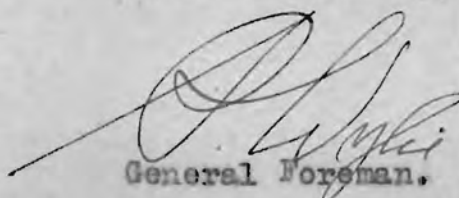
6

Bridge Iron

Sir:-

With reference to your letter of the 21st instant, file 3077, regarding the cost of transporting the iron to the Westminster Bridge, one payment amounting to \$24.00 has already been made for the first lot, and a further amount of \$33.00 for the second lot will be made shortly, making a total of \$57.00 paid by this Department.

Yours obediently,


General Foreman.

P. Philip, Esq.,
Deputy Minister & Public Works Engineer,
VICTORIA, B.C.

FW:DC

April 21st, 1926.

Bridge Iron

Sir:

With reference to your letter of the 16th inst. file 29-80-12, kindly advise if our Department paid forwarding charges on the Iron to New Westminster. If so, how much?

Yours obediently,

Deputy Minister & Public Works Engineer.

P. Wylie, Esq.,
General Foreman,
Court House,
Vancouver, B. C.

AH:AW

— " 3077

~~Mr. Hood~~ 202959

~~Mr. Caruthers~~

Is this for Railway
Dept. - can we bill them
if so what rate per lb.

Yes, 24 per lb
plus freight ~~plus~~ 19.45



Dist. File 29-80-12 THE GOVERNMENT OF
THE PROVINCE OF BRITISH COLUMBIA

3077
DEPARTMENT OF PUBLIC WORKS

General Foreman's Office,

(COURT-HOUSE)
VANCOUVER, B.C. 16th April, 1926



Bridge Iron

Sir:-

I beg to inform you that
I have delivered to the bridge crossing the
Fraser River, at New Westminster, seventeen
thousand eight hundred and eighty (17,880)
lbs of bridge rods.

PUBLIC WORKS ENGINEER
RECEIVED
APR 20 1926
VICTORIA B.C.

Yours obediently,

P. Wyke
General Foreman. ^c

See 203309

P. Philip, Esq.,
Deputy Minister and Public Works Engineer,
VICTORIA, B.C.

PW:DC

202959

C.C.B.A.

Dist. File 29-80-12

General Foreman's Office,
16th April, 6

Bridge Iron

Sir:-

I beg to inform you that
I have delivered to the bridge crossing the
Fraser River, at New Westminster, seventeen
thousand eight hundred and eighty (17,880)
lbs of bridge rods.

Yours obediently,

P. Wylie c
General Foreman.

P. Philip, Esq.,
Deputy Minister and Public Works Engineer,
VICTORIA, B.C.

PW:DC

J. MUIRHEAD, B. Sc., M.E.I.C.
MEM. A.I.E.E.

CONSULTING ELECTRICAL
ENGINEER

PHONE: SEYMOUR 8353

631 BIRKS BUILDING

VANCOUVER, B.C.

April 12th, 1926.



P. Philip, Esq.,

Deputy Minister & Chief Engineer,

Parliament Buildings,

Victoria, B. C.

Dear Sir:

I send you herewith a further copy of my account dated December 17th, 1925 regarding electrical work in connection with Westminster Bridge. I cannot trace having received payment.

Yours obediently,

J. Muirhead,
Consulting Engineer.

Enclos.
Copy account.

Send by Ry. Sept 14-4-26

JM/M

202638

April 9th, 1926.

Delta District
Westminster Bridge.

Sir:

Confirming our conversation of today, please send one thousand one hundred and twenty feet (1120) of old Bridge Rods between two (2") and two three quarters (2 $\frac{3}{4}$ ") inches diameter, to Fraser Bridge, Westminster, and advise Stewart, Resident Engineer.

Yours obediently,

Deputy Minister and
Public Works Engineer.

P. Wylie, Esq.,
General Foreman,
Court House,
Vancouver, B. C.

DCH:NP

3077

COPY FOR LANDS DEPT. FILE 067227
Attention TOWNSITES

31st March 1926

Lease of Lot 25 Blk.M Map 2620
New Westminster, B.C.

Sir,-

Your letter of the 18th instant, addressed to the Honourable the Minister of Lands, regarding the above matter has been referred to me and I beg to advise you that I do not approve of the proposed lease.

Yours obediently

Deputy Minister and
Public Works Engineer.

s22

FLM/TB

DEPARTMENT OF LANDS

3077

ALL COMMUNICATIONS IN REFERENCE TO LAND MATTERS
SHOULD BE ADDRESSED TO
THE SUPERINTENDENT OF LANDS.



VICTORIA, B.C. 22nd March, 1926.

LANDS BRANCH



Memorandum to the Deputy Minister of Public Works.

Please refer to File 067227.
Attention "Townsites".

Attached is copy of letter received
from s22 for your attention.

W. Ballhugh

Superintendent of Lands.

V:FH
Encl.

ATTENDED.....	NOTED.....
ANSWERED.....	
REFERRED TO.....	
MAR 3 1926	
OFFICE ENGINEER, PUBLIC WORKS DEPT. VICTORIA, B. C.	

See 6800

I do not approve PP

201615

OE

C O P Y.

s22

March 18, 1926.

To the Hon. T.D. Pattullo,
Minister of Mines,
Victoria, B.C.

Dear Sir:

I beg to make application for 20 years
lease on 66 feet of land. City Block M. Lot 25 Map
2620 New Westminster, B.C., for the purpose of erecting
a neat store building for operating a confectionery and
lunch room, also a free information bureau which would
be of good service to strangers arriving in the city.

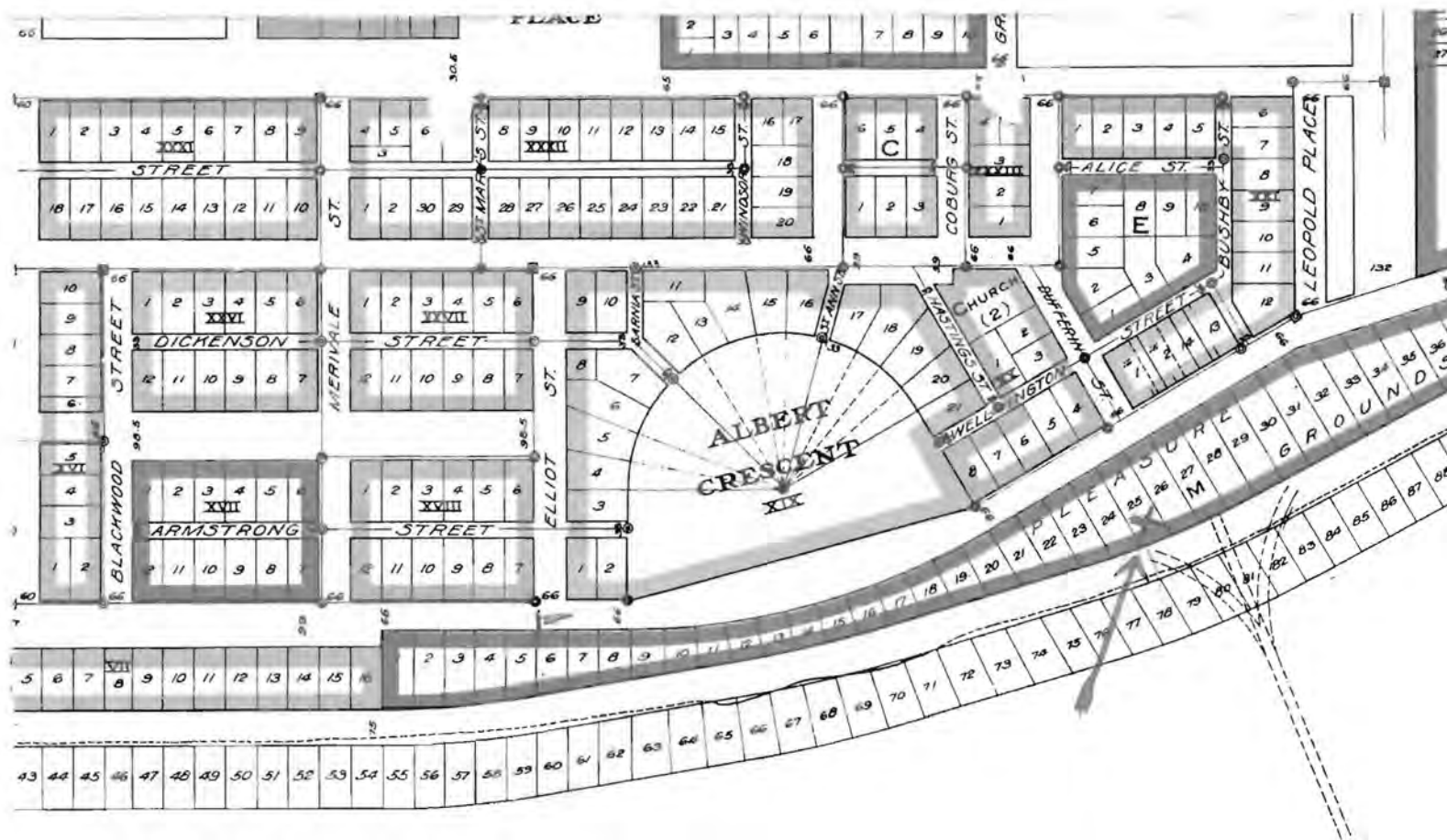
Attached find sketch of map with red
cross on lot applied for.

Yours very truly,

s22

References:

Dr. E.J. Rothwell M.P.P.
Former Mayor Mr. A. Wells Gray.
Former Mayor and present city clerk
Mr. W.H. Keary.



Chickadee - labeled
PO known not
and date
no ones



THE GOVERNMENT OF
THE PROVINCE OF BRITISH COLUMBIA

DEPARTMENT OF PUBLIC WORKS
DISTRICT ENGINEER'S OFFICE
COURT-HOUSE, NEW WESTMINSTER, B.C.

March 23rd, 1926.

9-20-1A.



PUBLIC WORK ENGINEER

ANSWERED
APR 28 1926

Delta District
South approach to Westminster Bridge.

VICTORIA, B. C.

Sir:-

Attached herewith is an account forwarded to this office from J. Muirhead, for services re installation of flasher lights. Will you kindly advise what arrangements were made with Muirhead, and if this account is in order for payment, as we have no correspondence in connection with this agreement.

Kindly forward Mr. Muirhead's account with your reply.

Yours obediently,

E. H. Verner

Assistant District Engineer.

OK for payment
PP

B.H. Verner, Esq.,
District Engineer,
Dept. of Public Works,
Court House,
New Westminster, B.C.

APPROVED - Mar. 23, 1926.

E. H. Verner
DISTRICT ENGINEER.

GNS/P.
Encls.

201606

26/4/26.
D.M. & P.W.E.
CCA

9-20-1A.

March 23rd, 1926.

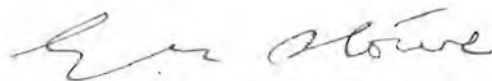
Delta District
South approach to Westminster Bridge.

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Kindly forward Mr. Muirhead's account with your reply.

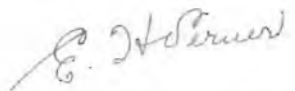
Yours obediently,



Assistant District Engineer.

E. H. Verner, Esq.,
District Engineer,
Dept. of Public Works,
Court House,
New Westminster, B.C.

APPROVED - Mar. 23, 1926.


DISTRICT ENGINEER.

CHS/P.
Encls.

February 1st, 1926.

Westminster Bridge
Bridge Iron.

Sir:

Mr. Griffith, Deputy Minister and Chief Engineer of Railways advises that they will require for Westminster Bridge the following iron, - 396 rods 1" to 1½" diameter and 10' long, for which they will pay 2¢ per lb.

Kindly advise if you are in a position to supply this from stock.

Yours obediently,

Deputy Minister and
Public Works Engineer.

P. Wylie, Esq.,
General Foreman,
Court House,
Vancouver, B. C.

ALC:NP

February 1st, 1926.

Bridge Iron.Memo. - The Deputy Minister of Railways.

In reply to yours of January 29th,
most of our rods are 20', 21' and 22' in
length.

Kindly advise if you can handle rods
this length or will it be necessary for us to
cut them. Mr. Wylie has been asked if he can
fill your requirements.

Bridge Engineer.

AUC:NP

REFER TO FILE NO. 11.4



THE GOVERNMENT OF
THE PROVINCE OF BRITISH COLUMBIA

Department of Railways

VICTORIA, B.C.

January 29th, 1926.



A.L. Carruthers Esq.
Bridge Engineer,
Department of Public Works,
Buildings.

Dear Sir:- Re Fraser River Bridge.

Referring to your memo of even date, I
beg to advise that we require 396 rods, 10' long
x 1" to 1½" in diameter.

Yours truly,

Deputy Minister and Chief
Engineer of Railways.

JEG/EG.

199248

January 29th, 1926.

Bridge Iron.Memo. - The Deputy Minister of Railways.

I asked Mr. Wylie over the 'phone to let me have a statement of the quantity of rods in stock from 1" to 1 $\frac{1}{2}$ ". Apparently he has not had time to check this over, but states there is quite a large quantity of it. If you could let us know about what you will require I will undertake to secure as much as possible from our stock at Point Grey.

Bridge Engineer.

ALC:NP



copy

3077

November 6th, 1925.

P. W. Dept

Messrs. Hume & Rumble,
New Westminster, B. C.

Dear Sirs:

Westminster Bridge

Confirming telephone conversation a day or two ago, please note that the flasher lights which you have provided at the South end of the bridge should have a white light as well as a red light, the two lights being alternated regularly with a flasher. Further, the red light at present in these flashers is not of large enough candle power. Please give this matter your immediate attention.

Yours truly,

J. Mairhead,
Consulting Engineer.

JM/M

195901

MC
B.E.

Nov. 10th. 1925.

Delta District
New Westminster Bridge-Lights

Sir:

Referring to my letter of August 6th, I enclose herewith copy of voucher in favor of Messrs. Hume & Humble Ltd., \$530.00, which has been paid direct from here, charged to Vote 251 Roads - Delta District.

Yours obediently,

Deputy Minister & Public Works Engineer.

E. B. Verner, Esq.,
District Engineer,
New Westminster, B. C.

HVE:AW
encl.

J. MUIRHEAD, B.Sc., M.E.I.C.
MEM. A.I.E.E.
CONSULTING ELECTRICAL
ENGINEER

3077
PHONE: SEYMOUR 8353

631 BIRKS BUILDING

VANCOUVER, B. C.

October 28th, 1925.



P. Philip, Esq.,
Deputy Minister & Public Works Engineer,
Parliament Buildings,
Victoria, B. C.

Dear Sir:

I send you herewith Messrs. Hume & Rumble's
bill for the provision of the necessary roadway
lighting on the south end of New Westminster
Bridge amounting to \$530.00.

I also send copy of their original quotation
dated the 11th July, and copy of acceptance dated
11th August.

Yours obediently,

A large, flowing handwritten signature in dark ink, which appears to read "J. Muirhead".

J. Muirhead,
Consulting Engineer.

Enclos.

JM/M

195722

COPY

HUME & RUMBLE, LIMITED.

New Westminster, B.C.
11th July 1925.

J. Muirhead, Esq.,
Inspector of Electrical Energy,
Vancouver, B. C.

Dear Sir:

Westminster Bridge

Referring to your favour of 19th ult. we will install the necessary wiring together with 3 goose-neck brackets and two road-flashers at the South end of the bridge in accordance with your Blue Print No.197 and subject to the approval of yourself and engineers for the sum of \$485.00.

Trusting to be favored with the order, we are

Yours faithfully,

HUME & RUMBLE LTD.
"F.J.Hume".

Jm.

COPY

August 11th, 1925.

Messrs. Hume & Rumble,
Westminster Trust Bldg.,
New Westminster, B. C.

New Westminster Bridge

Dear Sirs:

Please proceed with the installation of the required lights, etc., on the above Bridge, at the price of \$485.00, in accordance with your quotation of the 11th ultimo.

Please see Mr. Verner with regard to the locating of the flasher lights.

Yours truly,

JM/AY

M Department of Public Works,
Provincial Government,
Victoria, B.C.

P. O. Box 445
PHONE-NEW WESTMINSTER 8

IN ACCOUNT WITH

HUME & RUMBLE, LIMITED

ELECTRICAL CONTRACTORS

LIGHT AND POWER. WIRING INSTALLATIONS
TRANSMISSION LINE CONSTRUCTION
MOTORS AND REPAIRS
POLES AND PILING

VANCOUVER OFFICE:
506 STANDARD BANK BLDG.
TEL.-SEYMOUR 1224

To installing two flashers, together with the
wiring for Road Lighting at the South End of
New Westminster Bridge, as per Contract letter
of July 11th., 1925 -

To supply and erecting 1 additional 35' pole
complete

\$ 485.00 ✓

45.00 ✓

\$ 530.00 ✓

As per Plan and Specification prepared by
Mr. J. Muirhead, Consulting Engineer.



H.A.O.E.



August 11th, 1925.

Messrs. Hume and Rumble,
Westminster Trust Building,
New Westminster, B.C.

New Westminster Bridge.

Dear Sirs:

Please proceed with the installation of
the required lights, etc., on the above Bridge, at
the price of \$485.00, in accordance with your quotation
of the 11th ultimo.

Please see Mr. Verner with regard to the
locating of the flasher lights.

Yours truly,

JM/AY

191869



THE GOVERNMENT OF
THE PROVINCE OF BRITISH COLUMBIA

3077
9-20-1A

DEPARTMENT OF PUBLIC WORKS
DISTRICT ENGINEER'S OFFICE
COURT-HOUSE, NEW WESTMINSTER, B.C.

3077
August 10th, 1925.



Delta District
New Westminster Bridge - Lights

Sir:-

With reference to the Deputy Minister and Public Works Engineer's letter of the 6th instant, I beg to advise that the installation of lights adjacent to the New Westminster Bridge will come under #1A Provincial Highway.

Will you kindly have this account transferred from the Reserve, Delta District.

Yours obediently,

E. H. Verner

Assistant District Engineer.

E. H. Verner, Esq.,
District Engineer,
Court House,
NEW WESTMINSTER, B. C.

Approved - Aug. 11/25.

E. H. Verner
DISTRICT ENGINEER.

GHS/J

191863

CC&A

5077
9-30-1A

August 10th, 1935.

Delta District
New Westminster Bridge - Lights

Sir:-

With reference to the Deputy Minister and Public Works Engineer's letter of the 6th instant, I beg to advise that the installation of lights adjacent to the New Westminster Bridge will come under #1A Provincial Highway.

Will you kindly have this account transferred from the Reserve, Delta District.

Yours obediently,

E. H. Verner

Assistant District Engineer.

E. H. Verner, Esq.,
District Engineer,
Court House,
NEW WESTMINSTER, B. C.

Approved - Aug. 11/35.

E. H. Verner
DISTRICT ENGINEER. J.

CHS/J

August 6th, 1925.

Delta District
New Westminster Bridge-Lights

Sir:

Please note the enclosed copy of letter from Mr. J. Muirhead of July 31st, and my reply thereto of even date, and advise to which bridge or road this is to be charged, not forgetting the register number.

Yours obediently,

Deputy Minister & Public Works Engineer.

E. H. Verner, Esq.,
District Engineer,
New Westminster, B. C.

AH:AW
encls.

August 6th, 1925.

Delta District
New Westminster Bridge-Lights

*for Highway approval
to Bridge*

Sir:

Replying to your letter of the
31st ult. file 710, you will kindly accept the
tender of Messrs. Hume & Rumble for providing
and installing the necessary flashers, lamps,
wiring, etc., for the above bridge, their price
being \$485.00.

Yours obediently,

Deputy Minister & Public Works Engineer.

J. Muirhead, Esq.,
Inspector of Electrical Energy,
Court House,
Vancouver, B. C.

AH:AW



ELECTRICAL ENERGY INSPECTION DEPARTMENT
COURT-HOUSE, VANCOUVER, B.C.

PUBLIC WORKS ENG
RECEIVED
AUG 1 1925
VICTORIA, B.C.

July 31, 1925.

P. Philip, Esq.,
Deputy Minister & Public Works Engineer,
Parliament Buildings,
Victoria, B. C.

Sir, Delta District - New Westminster Bridge -
Re - Lights.

Following on information received from Mr. E. N. Stowe, Assistant District Engineer at New Westminster regarding certain requirements for lights adjoining the Canadian National Railway crossing at the South end of this bridge, we have made a plan of what would be required as regards flasher lights, roadway lights, and wiring connections.

Messrs. Hume & Rumble have quoted us a price of \$485.00 for providing and installing the necessary flashers, lamps, wiring, etc. and I would recommend that they be instructed to execute the work.

Yours obediently,

Imm Head

Inspector of Electrical Energy.

ЛМ/Н.

191280

C. C. & A.

10/10/20

C. C. & A.

July 21st, 1924.

Delta District
New Westminster Bridge

Memo. - Chief Engineer of Railways.

I herewith enclose principal
copy of communication from s22
dated the 19th instant, together with
copy of my reply thereto.

Public Works Engineer.

DCH:NP

Encl:

July 21st, 1924.

Delta District
New Westminster Bridge

Sir:

With reference to your enquiry of the 19th instant, I beg to advise that this matter comes under the jurisdiction of the Railways Department.

I have therefore referred your letter to them for reply direct.

Yours obediently,

Public Works Engineer.

s22

DCH:NP



Department of Railways, British Columbia



VICTORIA, B.C.

18th December, 1923.

Memo. for P. Philip, Public Works Engineer.

This will acknowledge yours of 17th instant enclosing copy of letter from City Engineer Fellowes, and I am sending him the information asked for, to-day.

R. Macintyre

RWM/EG.

Engineer of Railways.

164702

December 17th, 1923

Delta District.
New Westminster Bridge.

Memo. - Chief Engineer Railways.

I herewith beg to enclose copy of letter from the Vancouver City Engineer, F.L. Fellowes, together with copy of my reply thereto. Will you be good enough to give this matter your earliest attention.

Public Works Engineer.

DCH:HP

Encl:

December 17th, 1923

Delta District
New Westminster Bridge.

Sir:

I am directed to acknowledge receipt of your letter of the 15th instant, and to advise that as this bridge is under the jurisdiction of the Railways Department, I am having your communication referred to them for their attention.

Yours obediently,

Public Works Engineer.

F.L. Fellowes, Esq.,
City Engineer,
Vancouver, B. C.

DCH:NP



3077



City Engineer's Office,

VANCOUVER, B. C. Dec. 15, 1923.

P. Philip, Esq.,
Chief Engineer,
Public Works Department,
Victoria, B. C.

My dear Philip,-

Doubtless you have seen in the paper that a By-law was passed at the Municipal Elections authorizing the re-construction of the destroyed portion of the Connaught Bridge. What I should like to obtain from you would be your specifications for the re-building of the floor system of the New Westminster-Fraser River Bridge, and your method of treatment for surfacing as re-constructed. I understand that you put in a new floor system and surfaced it with asphalt.

I should appreciate it if you would let me have your specifications covering this as early as possible.

Yours very sincerely,

FLF/RJ

City Engineer.

164548

27 June, 1922.

Delta District
New Westminster Bridge.

Sir:-

I beg to acknowledge receipt of your communication of the 24th inst., your file 12.9, enclosing copy of regulations issued to Bridge Superintendent at New Westminster in connection with heavy motor vehicles using highway traffic section of Westminster Bridge.

Yours obediently,

Deputy Minister of Public Works.

A. F. Proctor, Esq.,
Chief Engineer,
Dept. of Railways, B. C.
Victoria.

JEG/BLS.

A. F. PROCTOR,
CHIEF ENGINEER.

IN REPLYING, WRITE ONLY ON ONE SIDE OF THE PAPER.
REFER TO ONLY ONE SUBJECT OR TO ONE WORK IN A LETTER.

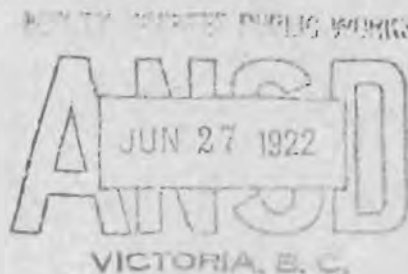
AND QUOTE
REFERENCE NO. 12.9



THE GOVERNMENT OF
THE PROVINCE OF BRITISH COLUMBIA

3077
DEPARTMENT OF RAILWAYS, B.C.
(OFFICE OF THE CHIEF ENGINEER)

VICTORIA 24th. June 1922.



The Deputy Minister of Public Works,
Buildings .

Dear Sir:-

Under instructions of the Hon. Premier
I enclose copy of regulations issued to Bridge
Supt. at New Westminster in connection with heavy
motor vehicles using highway traffic section of
Westminster Bridge.

As any prosecution for speeding or
exceeding load limit is provided for under
Highway Act the Premier deems it advisable to
use the standard Public Works notice regarding
extraordinary traffic, and copies of these will
be posted at each end of the Bridge next week.

Yours truly,

Chief Engineer.

Encl.
RWM/BM.

140623

DEPT.

A. F. PROCTOR.
CHIEF ENGINEER.

IN REPLYING, WRITE ONLY ON ONE SIDE OF THE PAPER.
REFER TO ONLY ONE SUBJECT OR TO ONE WORK IN A LETTER.

AND QUOTE
REFERENCE NO.



THE GOVERNMENT OF
THE PROVINCE OF BRITISH COLUMBIA

DEPARTMENT OF RAILWAYS, B.C.
(OFFICE OF THE CHIEF ENGINEER)

VICTORIA. 24th. June 1922.

N O T I C E

THE MAXIMUM GROSS LOADED WEIGHT OF MOTOR
VEHICLES CROSSING THIS BRIDGE MUST NOT
EXCEED EIGHT (8) TONS AND THE SPEED LIMIT
FOR ANY MOTOR VEHICLE OF FIVE (5) TONS
GROSS LOAD AND UPWARDS MUST NOT EXCEED SIX
(6) MILES PER HOUR, UNDER PENALTY OF
PROSECUTION.

BY ORDER.

(Sgd) JOHN OLIVER

MINISTER OF RAILWAYS

25 Feb. 1920.

Delta District
New Westminster Bridge.

Memo: For Mr. Proctor, Chief Engineer,
Department of Railways.

I beg to enclose herewith copy of report
from Mr. J. A. Thomas, Provincial Fire Prevention
Officer, regarding conditions on the New Westminster
Bridge. This was sent to this Department in error.

Deputy Minister of Public Works.

JEG/BL3.
Enc.

4623.

25 Feb. 1920

Delta District
New Westminster Bridge

Sir:-

I beg to acknowledge the receipt of your memo., of the 25th instant, enclosing copy of Mr. Thomas' report regarding the Westminster Bridge.

As this comes under the jurisdiction of the Railway Department, I have sent it to Mr. Proctor, Chief Engineer.

Yours obediently,

Deputy Minister of Public Works.

H. G. Garrett, Esq.,
Superintendent of Insurance,
Department of Insurance,
Victoria.

JEG/BLS.



THE GOVERNMENT OF
THE PROVINCE OF BRITISH COLUMBIA

DEPARTMENT OF INSURANCE

VICTORIA February 25th, 1920;

MEMORANDUM FOR THE DEPUTY MINISTER OF PUBLIC WORKS

re WESTMINSTER BRIDGE

I beg to enclose herewith extract from a letter received from Mr. J. A. Thomas, Provincial Fire Prevention Officer reporting on a fire which recently occurred on this Bridge.

W. H. Hargrave

Superintendent of Insurance.

VICTORIA, B. C.

Enc.

104509

29.

EXTRACT FROM LETTER FROM J. A. THOMAS TO DEPARTMENT
OF INSURANCE RE FIRE ON WESTMINSTER BRIDGE.

"Vancouver, B.C. Feb. 24. 20.

The fire fighting equipment was found to be in bad condition. Accompanied by Mr. Taylor of the Electrical Inspector's office, I made an inspection of this bridge to-day.

I find that the principal fire protection consists of a three inch pipe line laid along the bridge. At stated intervals hose connections are placed. I found one of these hose connections near the scene of the fire so badly battered that it was useless. The valve stems on a number of the others were broken off so that they could not be opened. In the machine room from which the draw is operated, I found a large heating stove, an iron smoke pipe running through a wooden floor which had a thimble, that is not up to the standard. This smoke pipe runs into a terra-cotta flue which goes through the roof. The stove is very close to the wood work of a partition and while the wood work is covered with tin I do not consider that it is properly protected.

I consider this stove and chimney a dangerous fire hazard to this property. I would recommend that it be removed and an electric heater be installed in its place.

FIRE EXTINGUISHERS: For fire protection they have 2 1/2 gallon soda and acid extinguishers. These are excellent for putting out fires in wood work but are entirely unsatisfactory for electrical fires such as are liable to occur in this place.

I would recommend that two tetra-chloride one quart extinguishers of either Johns-manville or Pyrene type be installed here for use in case of electrical fires.

November 7th, 1917.

New Westminster Bridge.

Memorandum for the Chief Engineer, Railway Department:

In reply to your memorandum of the 2nd instant, the information in reference to the Westminster Bridge can be obtained from the Public Accounts, beginning with the fiscal year 1904-05.

Public Works Engineer.

AH/AP.

F. C. GAMBLE,
CHIEF ENGINEER.

IS ADVISED, WRITE ONLY ON ONE SIDE OF THE PAPER
REFER TO ONLY ONE SUBJECT OR TO ONE WORK IN A LETTER.

REFERENCE NO. File No. 19.



THE GOVERNMENT OF
THE PROVINCE OF BRITISH COLUMBIA

FILE No. 3047

DEPARTMENT OF RAILWAYS, B.C.,
OFFICE OF THE CHIEF ENGINEER,

VICTORIA. 2nd November, 1917.



Bridge Westminster.

MEMO for the Public Works Engineer.

NEW WESTMINSTER DIST.

I will be obliged if this Department can be furnished with a statement showing annual cost of maintenance and operation of the New Westminster Bridge from the year 1904 to 1910, inclusive, as our records do not start until 1911.

A. J. Proctor.

Chief Engineer.



74602

NOTE.—ALL COMMUNICATIONS IN REFERENCE TO DEPARTMENTAL
MATTERS MUST BE ADDRESSED TO THE
DEPUTY MINISTER OF LANDS.
ALL CHEQUES MUST BE CERTIFIED AND MADE PAYABLE AT PAR
IN VICTORIA.



THE GOVERNMENT OF
THE PROVINCE OF BRITISH COLUMBIA

DEPARTMENT OF LANDS,

VICTORIA 28th Feb. 1917

MISCELLANEOUS.

MEMORANDUM for the Deputy Minister of Public Works:-

Having reference to the lease dated 15th January, 1903,
between the Corporation of the City of New Westminster and the
Crown covering Block "M" known as the "Pleasure Grounds" in the
City of New Westminster, together with Water Lots 79 and 82,
which has heretofore been on file in your Department, and which was
obtained from you for reference a few days ago, I have to state
that it is the intention to retain this lease in this Department
and to attach it to our file above quoted, which also contains
a lease from the Crown and the City of New Westminster to the
Vancouver, Victoria and Eastern Railway and Navigation Company
dated 2nd July, 1914, of part of the above mentioned property.

W. L. D. Allen

Deputy Minister of Lands.

HC/E

*Letter 4283 on subject Block
1902-03 under Western.
see reply Vol. 18
275*

68003.

Transferred to Railways Dept Jan 20/1917

Sept. 25, 1916.

New Westminster Bridge.

Sir:-

Replying to your letter of the 19th instant, I note that you say that you can use the scow mentioned in my letter of the 16th, but can find no use for the machinery. I would like you to take over both scow and machinery for the time being until I can decide what to do with it. If you hear of anyone requiring machinery of this description I would be glad if you would notify the Department.

Yours obediently,

Deputy Minister & Public Works Engineer.

R. F. Bonson, Esq.,

Road Superintendent,

New Westminster, B. C.

WKG/AP.

Sept. 25, 1916.

New Westminster Bridge.

Sir:-

I am in receipt of your letter of the 13th instant, requesting the Department to take over a scow and some machinery which is lying on the upstream side of the Fraser River Bridge, and am writing to the Road Superintendent to ask him to take this over and look after it.

Yours obediently,

Deputy Minister & Public Works Engineer.

P. C. Gamble, Esq.,

Chief Engineer,

Railway Department,

Victoria, B. C.

WKG/AP.

When replying refer to
District Office File No.....

Department File No.....3077.....



THE GOVERNMENT OF
THE PROVINCE OF BRITISH COLUMBIA

ROAD SUPERINTENDENT'S OFFICE,

New Westminster Sep 19th 1916.

Dewdney District

BRIDGES

Sir :-

In reply to your letter of Sept 16th, I have the honour to state, that I find there is, on the scow, a boiler, compressor and air-tank, which would be of no use to me. I would like, however, to have the scow and could find plenty of use for the same.

I would respectfully suggest that Mr. Peck, Provincial Boiler Inspector, take over the machinery, and dispose of same, if possible, in exchange for dredging machinery or an oil-sprinkler.

The scow will require caulking, but otherwise appears in pretty fair shape and sound.

I have the honour to be, Sir,

Yours obediently,

J. B. Griffith, Esq.

Deputy Minister & Public Works Engineer.

VICTORIA. B.C.

64787

3077.

16th Sept., 1916.

New Westminster Bridge.

Sir:-

I beg to enclose herewith copy of communication
from Mr. F. G. Gamble in connection with the scow.
Kindly advise if this would be of any use to you.

Yours obediently,

Deputy Minister & Public Works Engineer.

R. F. Bonson, Esq.,

Road Superintendent,

New Westminster, B. C.

JRC/ME.

Encl.

F. C. GAMBLE,
CHIEF ENGINEER.

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REFER TO ONLY ONE SUBJECT OR TO ONE WORK IN A LETTER.

File No. 1 L.
REFERENCE NO.



THE GOVERNMENT OF
THE PROVINCE OF BRITISH COLUMBIA

DEPARTMENT OF RAILWAYS, B.C.,
OFFICE OF THE CHIEF ENGINEER.

FILE No. 3077

VICTORIA 13th September, 1916.



Bridge Westminster.

BRIDGES

Dear Sir,

There is at present lying above high water at the south end on the up stream side of the Bridge over the Fraser River at New Westminster a scow on which a sand blast machinery is installed. I will be very glad if your Department will take this over and use it for whatever purpose it may be convenient for. The scow may require calking and with the boiler it may be found useful for many purposes.

The longer it remains where it is the worse the condition of this plant will become.

Yours faithfully,

Chief Engineer.

J. E. Griffith, Esq.,
Deputy Minister of Public Works,
Parliament Buildings,
Victoria, B.C.

64716

F. C. GAMBLE,
CHIEF ENGINEER.

IN REPLYING, WRITE ONLY ON ONE SIDE OF THE PAPER.
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File No. 1 I.

REFERENCE NO.



THE GOVERNMENT OF
THE PROVINCE OF BRITISH COLUMBIA.



DEPARTMENT OF RAILWAYS, B.C.,
OFFICE OF THE CHIEF ENGINEER.

VICTORIA, 8th July, 1915.

R. S. & B.

BRIDGES DIST.

Sir,

I beg to acknowledge receipt of your letter of the 5th inst.,
in regard to the lease for the "Pleasure Grounds" at the north
end of the bridge over the Fraser River at New Westminster.

Yours obediently,

Chief Engineer.

J. E. Griffith, Esq.,

Deputy Minister & Public Works Engineer,

Parliament Buildings,

Victoria, B.C.

54096

3077

5th July, 1915

Westminster Bridge.

Memo. for the Chief Engineer.

In reply to your letter to me of the 2nd instant, I beg to inform you that a lease for the 'Pleasure Grounds' at the north end of the bridge over the Fraser River is on file in this Department.

Deputy Minister & Public Works Engineer.

GPN/K

REFERENCE

File No. 1



THE DEPARTMENT OF
THE PROVINCE OF BRITISH COLUMBIA.

FILE No. 3074

DEPARTMENT OF RAILWAYS, B.C.,
OFFICE OF THE CHIEF ENGINEER.

VICTORIA, 2nd July, 1915.

Bridge Westminster.

BRIDGES

Dear Sir,

Can you inform me if what is known as the "Plesure Grounds" at the north end of the bridge over the Fraser River, New Westminster are now under the jurisdiction of the Government or under the City?

At the time of the construction of the bridge the City of New Westminster gave the Government a lease of these grounds for ninety-nine years, on the condition they were only used for railway purposes.

This is in connection with the disfiguring effect of a large sign placed by the management of the Hotel Russell on the banks of the Fraser River, near the concrete steps at the north end of the bridge. The authority of the Department of Railways over this portion of land is disputed.

Will you kindly advise me if you have any information in your Department in regard to the jurisdiction over this property.

ASSISTANT PUBLIC WORKS ENGINEER

Yours faithfully,

F. C. Gamble

Chief Engineer.

J.E. Griffith, Esq.,

Deputy Minister of Public Works,
Department of Public Works,
Parliament Buildings,
Victoria, B.C.

53905

*We have a lease for the
Plesure grounds in safe.*
3.7.15



FILE No. 3074
BRIDGES

House of Commons

OTTAWA February 21, 1914.

Hon. Thomas Taylor,
Minister of Public Works,
Victoria, B.C.



Dear Mr. Taylor;

I have yours of the 4th inst.,
re subsidies desired for the New Westminster
and Pit River Bridge; and in conjunction
with the other members from British Columbia
will have pleasure in urging this matter upon
the Government here before the next list of
subsidies are determined.

Yours very truly,

J. D. Hunter

"EXTRACTED, SEE 34562, FILE 99

34534

✓

3077

C O P Y.

Feb. 4, 1914.

Provincial Bridges.

Dear Col. Taylor:-

Mr. J. E. Griffith, Deputy Minister of Public Works & Provincial Public Works Engineer, has forwarded to the Chief Engineer of the Public Works Department, Ottawa, a memorandum dealing with the cost of construction of the New Westminster Bridge across the Fraser and an estimate of the cost of the proposed bridge over the Pitt River near Port Coquitlam, which will ^{be} under construction within the next few months. I am enclosing you a copy of Mr. Griffith's memorandum and I understand, through Sir Richard, that you will endeavour to secure a refund from Ottawa of a portion of the cost of the New Westminster Bridge, as well as a contribution in this year's Estimates towards the construction of the Pitt River Bridge.

I hope you will be successful in getting favourable consideration of these matters.

With best wishes, I beg to remain,

Yours truly,

Minister of Public Works.

Col. J.D. Taylor, M.P.,
House of Commons,
Ottawa.

F. C. GAMBLE,
CHIEF ENGINEER.

IN REPLYING, WRITE ONLY ON ONE SIDE OF THE PAPER.
REFER TO ONLY ONE SUBJECT OR TO ONE WORK IN A LETTER.

REPE. NO. File No. 1 L.



FILE No. 3074
PROCESSED

BRIDGES

DEPARTMENT OF RAILWAYS, B.C.
Office of the Chief Engineer, 417 Pemberton Building, Fort Street,

VICTORIA, 22nd January, 1914.



Bridge Westminster.

Miscellaneous.

Sir,

I beg to acknowledge receipt of your letter of 20th inst.,
together with correspondence relating to the Westminster Bridge
with a list of same.

Yours obediently,

J. E. Griffith, Esq.,

Deputy Minister & Public Works Engineer,

Parliament Buildings,

Victoria,

B.C.

F. C. Gamble

Chief Engineer

32676

3077.

January 20, 1914.

Bridges.

Sir:-

I am in receipt of your letter of the 3rd instan^t, with reference to correspondence relating to the Westminster bridge. I enclose herewith the correspondence referred to with a list of same.

Yours obediently,

Deputy Minister & Public Works Engineer.

F. C. Gamble, Esq.,

Chief Engineer,

Dept. of Railways, B.C.,

Famberton Building,

Victoria, B.C.

DS/AT.

Encl.

LIST OF FILES IN CONNECTION WITH WESTMINSTER BRIDGE

SENT TO F.C.GAMBLE, JUNE 1912

<u>1908-9</u>	<u>1909-10</u>	<u>1909-10</u>	<u>1909-10</u>	<u>1909-10</u>	<u>1910-1911</u>
73 Bridges	12	3322	4649	8035	4395
172	235	3385	4687	8136	4557
242	236	3471		8207	4670
267	250	3472	4708	8268	4822
280	251	3589	4709	8359	4962
433	445	3602	4807	8427	5007
491	582	3611	4848	8428	5008
742	583	3648	4879		5009
823	649	3650	4983		5120
996	654	3651	4984	<u>1910-11</u>	5403
1362	751	3649	5038		5184
1496	878	3653	5062	281	5519
1510	909	3658	5063	68	5520
1673	924	3681	5067	230	5600
1857	955	3725	5068	373	5624
1858	1061	3752	5069	465	5779
19672075	1122	3780	5123	466	5950
2075	1258	3782	5323	622	6131
2076	1332	3813	5409	671	6133
2182	1334	3814	5410	714	6208
2363	1672	3815	5481	747	6328
2382	1743	3847	5482	843	6491
2398	1862	3855	5484	884	6808
2648	1888	3860	5483	887	
2649	1889	3925	5514	945	6811
2710	1962	3967	5636	1074	6812
2974	1978	3970	5678	1076	6937
3164	2028	3991	5680	1168	7131
3223	2048	4020	5778	1191	7379
3225	2071	4059	5887	1272	7538
3224	2120	4057	5925	1375	7539
3357	2171	4068	6037	1423	7540
3419	2172	4096	6164	1459	7705
35383756	2286	4100	6188	1468	7832
3756	2287	4101	6191	1638	7892
3847	2312	4130	6192	1782	7896
4152	2416	4131	6328	1783	7978
4146	2544	4143	6439	1815	8227
4355	2564	4144	6461	1843	8418
4418	2589	4146	6562	2119	8450
4565	2590	4145	6712	2349	8549
4663	2716	4147	6842	2350	8621
4664	2744	4148	6872	2353	8834
4904	2745	4149	7042	2445	9034
4918	2779	4150	7043	2557	9035
5017	2827	4178	7239	2733	9244
5019	3150	4191	7260	2834	9300
	3135	4203	7267	2835	9454
	3109	4212	7475	2836	9659
	3050	4249	7479	2921	9893
	3070	4250	7498	3108	10143
	3071	4290	7585	3203	10268
	3072	4294	7596	3204	
	2921	4314	7642	3341	
	2922	4318	7643	3574	
	2923	4338	7646	3575	
	2974	4381	7680	3706	
	2977	4458	7684	3738	
	3015	4459	7756	3778	
	3045	4506	7869787	3803	
	3182	4507	7870	3932	
	3301	4508	7951	3961	
	3304	4514	7952	4149	
	3306	4515	7970	4367	
		4531			

NEW WESTMINSTER BRIDGE

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Numbers of files handed to Railway Dept. Jan.1914.

<u>1901-2</u>			<u>1902-3</u>			
2392	4815	5127	3	2147	3436	4860
2501	4816		53	2307	3437	4871
2514	4854		127	2316	3445	5080
2550	4855		261	2325	3504	5190
2623	4856		262	2530	3505	5275
2823	4857		263	2532	3559	5545
2979	4873		264	2556	3745	5561
3619	4888		267	2566	4015	5679
3705	4897		268	2760	4038	5711
3739	4908		270	2833	4123	5832
3760	4925		272	2851	4128	5845
3798	4948		350	2879	4143	
3848	4949		370	3011	4222	
3849	4959		483	3257	4283	<i>Release "Measure Found"</i>
3896	4971		644	3080	4320	
3906	4977		727	3079	4336	
3968	4978		740	3084	4337	
3969	4979		818	3090	4356	
4004	4982		896	3091	4362	
4007	4983		993	3104	4363	
4067	4994		998	3141	4388	
4068	4995		1006	3168	4389	
4147	4996		1018	3178	4390	
4154	5053		1053	3192	4396	
4177	5081		1160	3193	4480	
4343	5082		1235	3232	4481	
4344	5083		1728	3233	4482	
4480	5084		1771	3235	4588	
4565	5085		1838	3270	4589	
4638	5086		1988	3291	4590	
4714	5088		2058	3365	4591	
4728	5110		2140	3367	4592	
4747	5118		2141	3413	4616	
4795	5119		2146	3430	4823	

NEW WESTMINSTER BRIDGE

-----0-----

<u>1903-4</u>		<u>1904-5</u>			<u>1905-6</u>	<u>1906-7</u>	<u>1907-8</u>
204	1379	215	1267	2875	167	19	125
290	1399	206	1268	3136	230	233	133
385	1427	218	1277	3303	607	665	1937
404	1471	246	1377	3413	933	1106	1960
406	1482	247	1394	3469	963	1171	2384
407	1578	292	1395	3646	1086	1174	1982
448	1627	311	1476	3691	1144	1504	2617
492	1751	350	1477	3793	1163	1639	2889
546	1782	363	1478	3882	1544	1717	3014
654	1792	384	1479	4024	1712	1759	3016
676	1833	608	1528	4239	1817	1773	3154
697	1861	631	1654		1890	1875	4311
698	1985	760	1714		2020	1892	4937
720	2051	789	1717		2065	1893	4962
748	2174	823	1749		2084	1909	5447
749	2234	919	1796		2360	2061	<i>Look over 30-1114</i>
751	2238	933	1833		2361	2073	<i>1911-12</i>
753	2239	951	2108		2426	2127	<i>46</i>
861	2391	957	2259		2637	2350	<i>287</i>
862	2392	972	2287			2541	<i>507</i>
924	2560	989	2296			2828	<i>726</i>
949	2675	1009	2342			2848	<i>975</i>
1053	2750	1084	2362			2892	
1100	2921	1088	2446			3396	
1175	3042	1098	2519			3601	
1217	3123	1110	2521			3773	
1223	3146	1165	2530			4015	
1241	3147	1221	2570				
1246	3203	1237	2571				
1300	3462	1238	2589				
1312	3464	1239	2622				
1313	3467	1240	2635				
1314	3610	1240A	2726				
1319		1241	2777				
		1242	2831				

3
NEW WESTMINSTER BRIDGE
-----0-----

<u>1908-9</u>	<u>1909-10</u>	<u>1910-11</u>	<u>List of Indian Reserve Files.</u>			
			Inwards	Outwards	Inwards	Outwards
177	332	1458	<u>1902-3</u>		<u>1904-5</u>	Vol 27
228	1316	8476	2015		2763	48
1435	1572	8508	2140		2798	
2961	2047		2215	Vol 15		159
3418	2397		2216	659		
3590	2452			660	2913	222
4443	3924		2280			Vol 28
4478	5119		2289	728		752
4518			3383		4344	974
			3646			
			3647		<u>1905-6</u>	
				Vol 17	341	Vol 29
				428		485
				485		504
			4008			
			4039		555	797
			4060			
			4095		810	919
Inwards	Outwards			661	1304	Vol 30
	Vol 33					481
	90		4187			
	150		4246			
4021			4247			
4044	335			768	1336	
<u>1906-7</u>				769	1344	
375	599		4254		1363	
	881			794		685
982				806		687
1030				808	1597	
	Vol 34		4291			758
	830		4300			779
	831			842	1685	
	832			859	1686	
1299			4326		1687	
	Vol 35		4342			Vol 31
	130		4355			102
	Vol 36			Vol 18	2159	
	429			72		338
2680			4539			359
	520			286		422
			4638		2312	
2749				312	2425	
<u>1907-8</u>			4650		2442	
2728			4660			558
				367		569
			4689		2586	
				408		716
			4799			767
			4811		2759	
				522		906
				523	2824	
				541		980
			4886		2759	
			5157			Vol 32
			5267			83
				823	2824	
			5280		2955	
			5288		2979	
			<u>1903-4</u>			124
			2791			168
			3868		3047	
				Vol 23	3310	
				562		643
			<u>1904-5</u>		3617	
			2264			892
				Vol 26	3663	
				728	3788	
						Vol 33
						89

Bridge Fraser River, New Westminster

Rails &c.

File Numbers

1902-3

4932 x

1903-4

396 x

395

408

450

493

527 x

542 x

592 x

657

658 x

671 x

696

750

755

756

757

786 x

797 x

832 x

935

1729 x

1834 x

1938

2250 x

2306 x

2313 x

2442 x

3555 x

Railway Dept. already has files marked "x"

NEW WESTMINSTER BRIDGE.

FILE Nos.

1902 - 3.1903-4

4	852	2015	3292	4662	5623	7	1170	2299	3358
5	864	2063	3293	4726	5656	8	1173	2300	3359
26	929	2100	3294	4744	5680	10	1252	2301	3403
51	940	2148	3311	4746	5775	96	1374	2302	3404
59	985	2184	3347	4747	5741	115	1541	2306	3467
123	1007	2185	3382	4748	5789	153	1557	2313	3486
124	1082	2213	3384	4883	5803	261	1566	2323	3496
134	1093	2214	3412	4884		274	1612	2342	3497
135	1094	2305	3431	4932		275	1697	2364	3498
192	1141	2306	3438	4956		396	1711	2398	3553
209	1163	2324	3463	4957		407	1729	2411	3555
229	1192	2326	3483	4985		446	1834	2442	3565
248	1200	2358	3597	4984		511	1860	2500	3585
257	1234	2473	3616	5015		527	1876	2570	3608
260	1256	2506	3710	5069		528	1887	2674	3609
265	1257	2507	3743	5070		542	1910	2751	3667
266	1272	2573	3744	5071		543	1951	2876	3703
278	1280	2597	3849	5108		592	1975	2977	3761
298	1296	2759	3876	5109		658	1997	3068	3840
299	1310	2761	3960	5120		670	2031	3069	3841
300	1400	2810	4096	5121		671	2049	3070	3856
			4136						
342	1401	2834	4173	5178		708	2078	3076	3897
349	1402	2922	4255	5179		717	2094	3100	3898
362	1403	3082	4292	5191		725	2117	3105	3919
406	1437	3088	4308	5205		786	2118	3159	3920
407	1491	3110	4309	5266		797	2122	3175	
444	1515	3142	4343	5276		832	2139	3176	
445	1569	3143	4399	5287		849	2187	3228	
491	1592	3150	4418	5307		888	2240	3233	
523	1772	3212	4420	5341		1044	2250	3234	
541	1820	3231	4460	5412		1045	2251	3281	
565	1917	3247	4471	5564		1101	2271	3330	
705	1975	3276	4597	5578		1138	2284	3331	
741	1994	3277	4661	5622		1157	2290	3344	

(2)

NEW WESTMINSTER BRIDGE.

FILE NOS.

1904-5.1905-6

76	1102	1583	2111	2743	3765	23	3048
117	1102	1584	2158	2758	3832	41	3147
196	1111	1648	2166	2784	3871	73	3169
210	1118	1649	2173	2789	3889	74	3231
334	1125	1650	2174	2820	3961	75	3288
454	1170	1665	2197	2822	4018	184	3371
487	1220	1678	2198	2823	4178	443	3396
520	1271	1692	2208	2832	4255	1189	3435
521	1280	1716	2209	2864	4329	1269	3447
531	1281	1731	2283	2909	4331	1293	3449
561	1283	1732	2284	2912	4352	1294	3476
562	1301	1733	2303	2961	4378	1347	3499
585	1302	1771	2308	2965		1394	3500
636	1308	1772	2309	3069		1442	4019
691	1309	1773	2340	3109		1456	4035
720	1317	1830	2341	3126		1507	
743	1362	1843	2359	3200		1731	
786	1388	1844	2395	3201		1798	
787	1402	1870	2420	3202		1827	
788	1452	1927	2421	3216		1916	
831	1453	1928	2484	3218		2176	
832	1454	1956	2528	3219		2285	
853	1469	1957	2529	3222		2388	
854	1501	1961	2537	3286		2700	
871	1509	2006	2595	3302		2701	
872	1514	2026	2602	3304		2760	
873	1515	2065	2603	3311		2775	
934	1516	2066	2614	3343		2867	
935	1551	2067	2616	3383		2886	
936	1556	2083	2639	3492		2887	
1005	1558	2101	2640	3584		2929	
1006	1562	2102	2641	3640		2980	
1101	1582	2107	2709	3726		3000	

(3)

NEW WESTMINSTER BRIDGE.

FILE NOS.

1906-7.1907-8.

75	2048	3378	13	2355	2903	4582
87	2079	3384	85	2406	2958	4663
188	2103	3450	113	2412	2962	4758
246	2149	3453	114	2436	2971	4773
334	2150	3495	143	2482	3017	4786
351	2162	3506	296	2520	3100	4865
425	2177	3545	424	2521	3133	4866
588	2239	3704	540	2522	3208	4914
634	2262	3718	629	2523	3230	5032
752	2305	3719	707	2534	3278	5073
969	2386	3825	783	2536	3286	5141
1065	2387	3896	927	2538	3287	5210
1178	2412	3983	1034	2539	3290	5290
1183	2451	4007	1068	2612	3298	5340
1227	2477	4051	1069	2614	3318	5389
1293	2506		1139	2615	3379	5417
1401	2621		1143	2641	3483	5511
1560	2629		1214	2645	3510	5570
1561	2630		1429	2646	3571	5663
1595	2770		1593	2653	3607	5664
1640	2816		1594	2660	3676	5924
	2890		1689	2662	3727	
1725	2891		1715	2693	3827	
1831	2954		2017	2726	3891	
1862	2985		2055	2730	4001	
1863	3001		2078	2747	4008	
1898	3023		2282	2748	4070	
1925	3050		2295	2759	4071	
1930	3125		2296	2781	4145	
1942	3155		2301	2790	4183	
1953	3201		2302	2822	4184	
1973	3254		2331	2853	4292	
1975	3303		2353	2890	4406	
1995	3304					

F. C. GAMBLE,
CHIEF ENGINEER.

IN REPLYING, WRITE ONLY ON ONE SIDE OF THE PAPER.
REFER TO THE CHIEF ENGINEER OR TO OUR WORK IN A LETTER.

File No. 1 H.



THE GOVERNMENT OF
THE PROVINCE OF BRITISH COLUMBIA

FILE NO. 2077
Chief Engineer, B.C.
General Office, B.C.

DEPARTMENT OF RAILWAYS, B.C.,
Office of the Chief Engineer, 412 Pemberton Building, Fort Street.

VICTORIA, 3rd January, 1914.

BRIDGES

Bridge Westminster.
Great Northern Railway.



Sir,

The question has arisen between the City of New Westminster and the Great Northern Railway with respect to the occupation of the ground opposite the Penitentiary on Columbia Street by the Railway Company.

It is stated that the Great Northern Railway has a lease from the Provincial Government of the right-of-way in front of the Penitentiary Grounds; I have no recollection of such lease, and for the purpose of ascertaining the facts I will be much obliged to you if you will let me have all records in your office in regard to the construction of the bridge at New Westminster, so that I may institute a search for any information in regard to this question.

Yours obediently,

F. C. Gamble

Chief Eng'r. PUBLIC WORKS ENGINEER

J.E. Griffiths, Esq.,
Deputy Minister of Public Works,
Parliament Buildings,
Victoria, B.C.



31731

3077.

November 22, 1913.

Bridges.

Sir:-

I am in receipt of your letter of the 14th instant, requesting copies of correspondence regarding the rails purchased by the Government in 1903 for use on the Westminster bridge, and beg to enclose herewith copies of the correspondence dealing with this matter, together with a list of file numbers on which is shown several letters already in your office.

With regard to the vouchers in this connection I would advise you that the Department's duplicates for that year have been destroyed; therefore, the only way of tracing this would be from the Treasury vouchers.

Yours obediently,

Public Works Engineer.

J. C. Gamble, Esq.,
Chief Engineer,
Dept. of Railways,
Pemberton Building,
Victoria, B.C.

DS/AF.

Encl.

C. GAMBLE,
CHIEF ENGINEER.

IN REPLYING, WRITE ONLY ON ONE SIDE OF THIS PAPER.
REFER TO ONLY ONE SUBJECT OR TO ONE WORK IN A LETTER.

REFERENCE File No. 1 F.



THE GOVERNMENT OF
THE PROVINCE OF BRITISH COLUMBIA.

FILE No. 3044
Phone 1 (Vancouver) 2070, 2 (Victoria) 2070

DEPARTMENT OF RAILWAYS, B.C.,
Office of the Chief Engineer, 412 Pemberton Building, Fort Street.

VICTORIA, 14th November, 1913.

BRIDGES

Bridge Westminster.

Supplies.



Sir,

Sometime between 1902 and 1904, probably in 1903, rails were bought by the Government for laying on the Bridge and Approaches there-to at New Westminster. I would like very much if you would give instructions to furnish me with the correspondence and vouchers in connection therewith.

PUBLIC WORK ENGINEER



Yours obediently,

Chief Eng'r.

J. E. Griffiths, Esq.,

Public Works Engineer,

Parliament Bldgs.,

Victoria, B.C.

23869

To His Honour

The Lieutenant-Governor in Council

The undersigned has the honour to report: That in pursuance of the provisions of the "British Columbia Public Works Loan Act 1901" which provides, inter alia, that it shall be lawful for the Lieutenant Governor in Council to cause to be built a bridge across the Fraser River in the neighborhood of New Westminster, at a cost not to exceed \$500,000.00, initial steps have been taken, plans, details and specifications have been prepared and tenders have been extensively advertised to be received on 8th January next:

That funds are required to meet preliminary expenditures:

And to recommend that a Warrant authorizing payments to the extent of \$5000.00 be issued.

Dated this day of , A. D. 1901

Chief Commissioner of Lands and Works

Approved this day of , A. D. 1901.

Presiding Member of the Executive Council.

ORIGINAL.

SCHEDULE A.

Issuance of Warrant approved 189

Advised by Duplicate 189

Lieutenant-Governor.

GOVERNMENT OF BRITISH COLUMBIA.

Date 189

REQUISITION No. , for issuance of a Warrant granting authority to Dep. Minister of Finance
to expend the following sums out of Estimates of Expenditure for the fiscal year ending 30th June, 189

No. AUDIT OFFICE WARRANT BOOK.

Number of Vote.	XII.—PUBLIC WORKS. STATEMENT M.	Amount Required.	For Auditor's use.	
			Date Initialled.	Amount authorized.
I E D.7 Ch:32 1901	ABSTRACT OF PAYMENTS TO BE MADE.			
	Fraser River Bridge at New Westminster			
	Payment to cover miscellaneous preliminary requirements	5000 00		
	TOTAL \$	5000 00		

CERTIFIED CORRECT,

Auditor.

Signature,

Office,

NOTE.—Government Agents are held strictly responsible for the proper expenditure of sums authorized, until Vouchers for the expenditure are finally approved of by the Treasury Department.

RECEIVED
DEPT. OF HIGHWAYS
VICTORIA, B. C.

JUL 7 - 1959

ANSWERED _____
NOTED _____

R G VOSBURGH
DEPARTMENTAL SOLICITOR
DEPT OF HIGHWAYS
VICOTIRA B C

RE RAILWAY BRIDGE, ~~XXXXXX~~ UP-STREAM OFF PATULLO BRIDGE.
FURTHER TO MY TELETYPE OF YESTERDAY THE DOMINION DEPARTMENT OF
PUBLIC WORKS ADVISES THAT A FEE OF 53 CENTS PER CAR IS CHARGED
TO B C ELECTRIC, C N RAILWAYS AND GREAT NORTHERN RAILWAYS.

D D GODFREY
REGIONAL HIGHWAY ENGINEER
NORTH VANCOUVER
JULY 7 1959
11:40AM
MSG RCD VIC

3077

RECEIVED
DEPT. OF HIGHWAYS
VICTORIA, B. C.

6-1959

ANSWERED _____
NOTED _____
DATE _____

R G VOSBURGH
DEPARTMENTAL SOLICITER L
DEPT OF HIGHWAYS L
VICTORIA B C P

RE TEL I UNDERSTAND THAT RAILWAY BRIDGE JUST UPSREAM OFF PUTULLO BRIDGE
NEW WESTMINSTER BELONGS TO DOMINION PUBLIC WORKS . THEIR OFFICE
COUSES 4:30 PM SP CANNOT GET DETAILS OF CROSSING ~~THESE~~ FEES UNTIL
TOMORROW.

D D GODFREY P
REGIONAL HIGHWAYS ENGINEER
PDPT OF HIGHWAYS

NORTH VANCOUVER
JULY 6 1959
4:50PM
MESSAGE RECD VIC

1295126 A

3077

MR D D GODFREY
REGIONAL HIGHWAY ENGR
NORTH VANCOUVER B C

PLEASE ADVISE IMMEDIATELY WHO ^{OWNS} ~~WAS~~ RAILWAY BRIDGE ADJACENT TO
PATTULO BRIDGE NEW WESTMINSTER AND IF POSSIBLE FURNISH DETAILS
OF AGREEMENT RE TRAIN CROSSING FEE THEREON.

R G VOSBURGH
DEPARTMENTAL SOLICITOR

VICTORIA
JULY 6 1959
4:26 PM
MSGC RCD N VAN

3077
PROVINCE OF BRITISH COLUMBIA
DEPARTMENT OF HIGHWAYS

FROM District Office Manager, New Westminster, B.C.	TO Mr. F. Howland, Chief Clerk, Department of Highways, Victoria, B.C.	DATE April 10th, 1959, ELECTORAL DISTRICT New Westminster OUR FILE 22-40-1 YOUR FILE
SUBJECT RECEIVED DEPT. OF HIGHWAYS APR 13 1959		REFERENCE YOUR LETTER

As per your teletype of April 8th, 1959, 4:51 p.m., enclosed please find the Original Agreement between the Department of Railways and His Majesty the King regarding the New Westminster Railway Bridge.

S. E. Price
S. E. PRICE,
District Office Manager.

SEP/at
Enc.

REGISTERED MAIL

1282683

CHIEF CLERK

DEPARTMENT OF RAILWAYS

BRITISH COLUMBIA

HIS MAJESTY THE KING,
(in the right of the Province of B. C.,)

-AND-

HIS MAJESTY THE KING
(in the right of the Dominion of Canada)

AGREEMENT

Re: Transfer by Province to Dominion of
all right and title in the old Fraser
River Bridge.

File No.

MEMORANDA

MEMORANDUM OF AGREEMENT made this.....26th.....day of

...October....A.D. 1939.

Between:

HIS MAJESTY THE KING in the right of the Province of British Columbia, represented by the Minister of Railways for the said Province, (hereinafter called "The Province")

OF THE FIRST PART:

And: HIS MAJESTY THE KING in the right of the Dominion of Canada, represented by the Minister of Public Works for the said Dominion (hereinafter called "The Dominion")

OF THE SECOND PART:

W I T N E S S E T H:

WHEREAS the Province under and by virtue of the provisions of Chapter 19 of the Statutes of British Columbia, 1938, has authority to enter into an Agreement to transfer to the Dominion the Old Fraser River Bridge to be used for none other than Railway traffic.

IT IS THEREFORE mutually covenanted and agreed by and between the parties hereto as follows:

- 1- The Province transfers upon the terms and conditions hereinafter set out unto the Dominion all right, title and interest in and to the "Old Fraser River Bridge", its south approach and appurtenances.
- 2- The title to the property which the railways traverse on the north approaches will remain with the Province.
- 3- The Province hereby grants a right-of-way to the Dominion of those lands on the north approaches occupied by the railway tracks and interlocking appurtenances for such period of time as the bridge shall be used for railway purposes.
- 4- The Province grants and conveys to the Dominion those certain parcels of land situated along the line of government track from the mean high water mark on the south side of the Fraser River, being the lots coloured red on the sketch plan marked "A" attached hereto and which lots are registered in the Land Registry Office in the name of the Province; and undertakes to execute and deliver to the Dominion a quit claim deed of the remaining lots situate along the line of government track to Liverpool junction, being the lots coloured green on the sketch plan marked "B" attached hereto.
- 5- The Dominion will preserve and maintain the under-crossing at the North Boundary of Section 13, Township 38, Range 2, West of Coast Meridian, which gives access to the Musqueam Indian Reserve.
- 6- The Dominion agrees fully to maintain the bridge, all approaches and appurtenances, and to repair and renew

the

the bridges and approaches and all parts and portions thereof including the railway tracks and switches thereon, and machinery signals and appurtenances thereof so as to keep and maintain all of the same in good condition, and also will maintain, renew or replace with retaining wall the log crib in front of the former highway deck abutment and all log cribs and retaining walls when necessary for the protection of the railway tracks.

7- The Dominion assumes full responsibility for all defects in said bridge and its approaches and in the tracks thereon or connected therewith, and will indemnify and save harmless the Province from any claims for damage to person or property arising from the operations of the bridge.

8- The Dominion will indemnify and save harmless the Province from any claims for damage to person or property arising from slips or slides of material from banks near or adjacent to the railway tracks, and the Province hereby grants to the Dominion the right to enter upon any such lands owned by the Province for the purpose of preventing such sliding.

9- The Dominion will maintain and keep in good repair the approach road leading from Columbia Street at or near Lot 18, Block "M", City of New Westminster to the Great Northern Depot situated in or near Lot 31 in said Block; and also the steps leading from Columbia Street through Lot 27 of said Block to junction with the above described road, and the Province hereby grants to the Dominion the right to enter upon the above-mentioned premises for the purpose of repairing the same.

10- The Dominion will assume all existing agreements between the Province and all parties in connection with running rights and the operation of the bridge and its approaches, and will perform all obligations of the Province arising therefrom.

11- The Dominion undertakes to renew on request all agreements with the railway companies including those which have terminated, generally, on the same conditions as heretofore, and at not less than the same rate of tolls as charged heretofore.

12- The Dominion will give to the Province annually a statement of revenue and expenditure in the operation of the bridge.

13- If at the expiration of a period of ten years from the date of taking over the bridge it has not been determined by the Dominion that a lift span is necessary, the Dominion will retain only such sum as may be required in its opinion to constitute a reserve towards the maintenance of the bridge and the estimated cost of its ultimate removal and transfer to the Province the then balance of the trust fund and annually thereafter that portion of such fund which the Dominion considers in excess of the amount to be retained as above described. If and when the Dominion determines to remove the bridge, any such sum remaining in the trust fund after all costs of such removal have been defrayed will be transferred to the Province. In determining the excess of revenues aforesaid, no expenses other than those incurred directly through the maintenance, repair and operation of the bridge, its approaches and appurtenances shall be included.

14- The Dominion will employ the members of the staff as at present on the bridge and at not less than the rates of pay at present being paid by the Province, as shown in the Schedule "C" attached to this Agreement. The employees may be removed for cause, but otherwise shall be allowed to reach their superannuation age.

15- Upon the transfer of such employees from the Province to the Dominion, as above mentioned, such employees will no longer be

subject

subject to the provisions of the Provincial Superannuation Acts and thereupon will become subject to the Dominion legislation in that regard. The Province, at its option, may either pay to each such employee whatever benefits he is entitled to by virtue of such provincial Acts, or may defer such payments until the termination of government service by each such employee.

16- As scour around the piers of the bridge may, during freshet season, affect conditions around the piers of the highway (Pattullo) bridge, and vice versa, and necessitate work being undertaken with a view to the protection of the foundations, before any such work is undertaken by either of the parties hereto, the matter of kind, amount, position and placement of rock riprap, paving, matting, or other protection shall be discussed by the Department of Public Works of the Dominion with the Department of Public Works of the Province. In the event of the Departments being unable to reach an agreement in the above matter, it shall be referred to a consulting engineer to be mutually agreed upon, whose decision shall be final and binding upon the parties hereto. The costs of any such reference to a consulting engineer shall be borne equally by the Dominion and the Province, and the cost of any such protection works carried out shall be divided between the Dominion and the Province as follows:

The Dominion shall pay all costs incurred on works upstream from a line equidistant from and between the centre line of the two bridges, and the Province shall pay all costs incurred on works downstream from the above described lines.

17- The Dominion shall take over the operation of the bridge as from the first day of the month next succeeding the transfer of title to the Dominion by the Province.

18- The Province will be entitled to collect all tolls earned and will discharge all liabilities incurred up to the date of the taking over of the operation of the bridge by the Dominion.

IN WITNESS WHEREOF these presents have been signed and sealed by the Minister of Railways for the Province of British Columbia, on behalf of His Majesty the King, and the Minister of Public Works for the Dominion of Canada, on behalf of His Majesty the King.

SIGNED, SEALED AND DELIVERED)
by the Minister of Railways)

in the presence of:)

"T. WALKER")

"GEO. S. PEARSON"

"Minister of Railways"

SIGNED, SEALED AND DELIVERED)
by the Deputy Minister and)

Secretary of the Department)
of Public Works of Canada,)

in the presence of:)

"J. MILLER")

"J. B. HUNTER"

Deputy Minister of Public Works of Canada

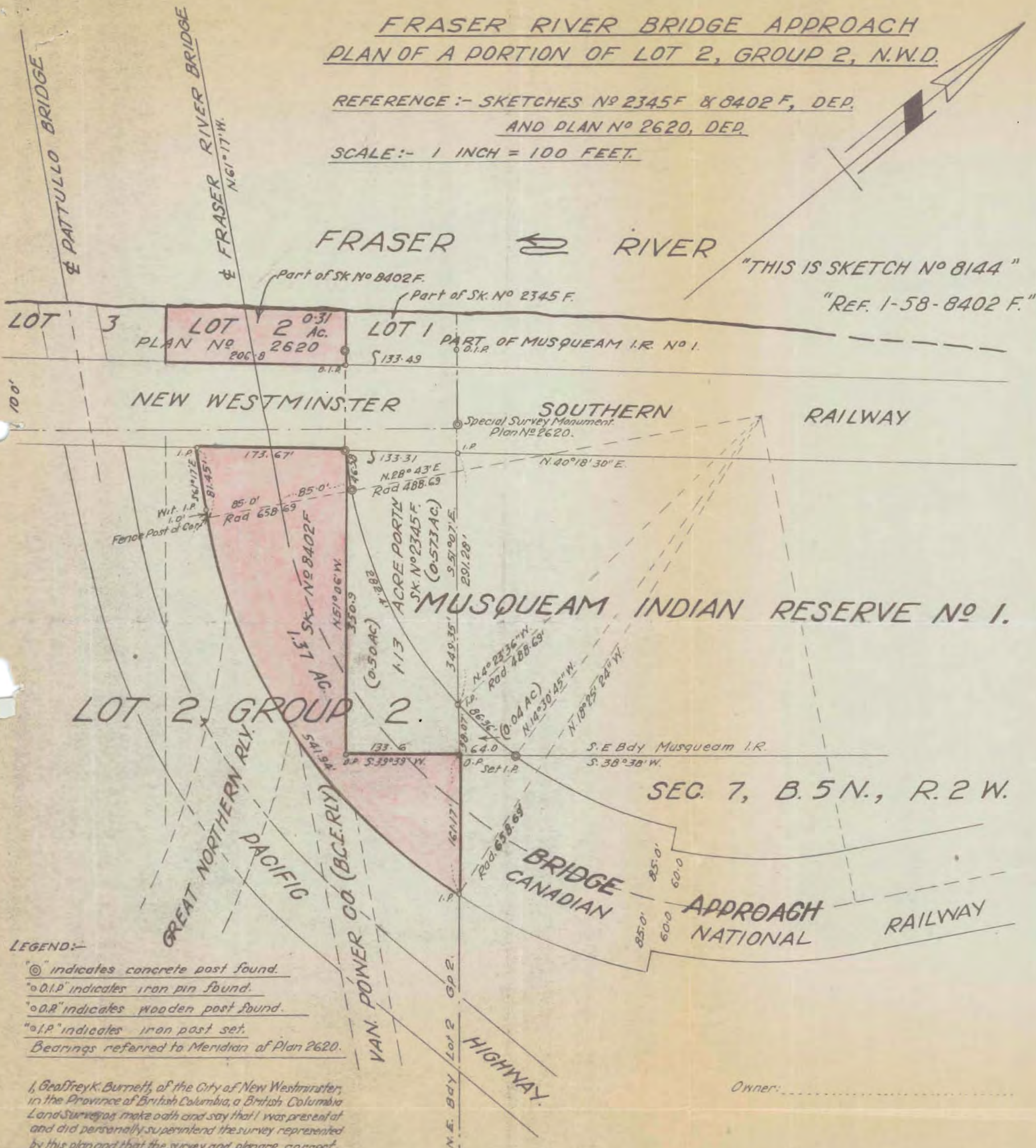
"J. M. SOMERVILLE"

Secretary

FRASER RIVER BRIDGE APPROACH PLAN OF A PORTION OF LOT 2, GROUP 2, N.W.D.

REFERENCE :- SKETCHES N^o 2345 F & 8402 F, DEP.
AND PLAN N^o 2620, DEP.

SCALE :- 1 INCH = 100 FEET.



LEGEND:-

- "©" indicates concrete post found.
- "O.I.P." indicates iron pin found.
- "O.D.R." indicates wooden post found.
- "I.P." indicates iron post set.
- Bearings referred to Meridian of Plan 2620.

I, Geoffrey K. Burnett, of the City of New Westminster, in the Province of British Columbia, a British Columbia Land Surveyor, make oath and say that I was present at and did personally superintend the survey represented by this plan and that the survey and plan are correct. The said survey was completed on the 14th day of April, 1939.

Geoffrey K. Burnett

Sworn before me this 15th day of April, 1939.

Derek D. Brown
A Notary Public in and for the Province of British Columbia.

APPROVED,

"G. P. Napier."

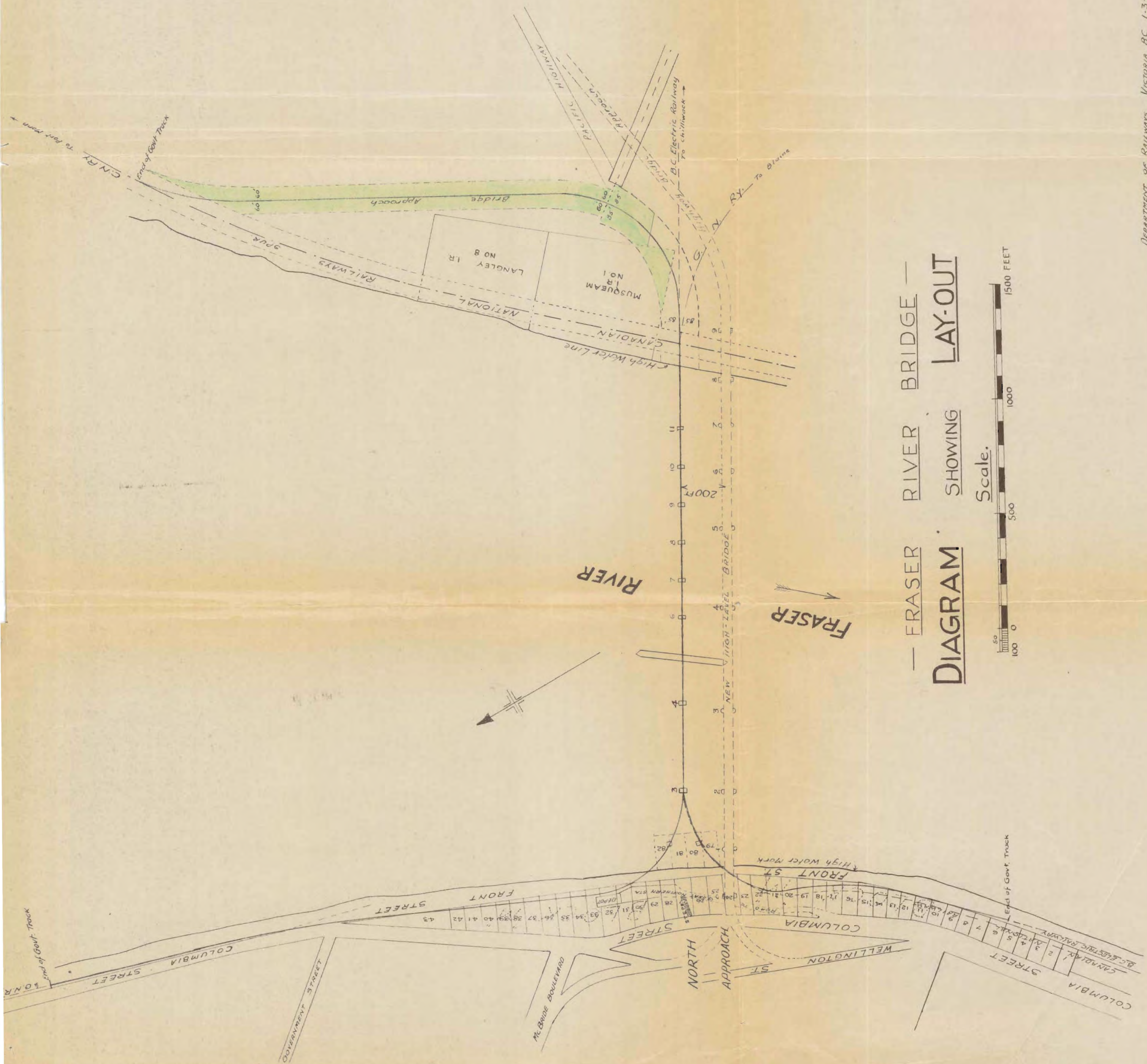
G. P. Napier
DEPUTY MINISTER & CHIEF ENGINEER.

VICTORIA, B.C., APRIL 17TH, 1939.

Owner:

Witness:

Burnett and McGowan,
Engineers & Surveyors,
New Westminster, B.C.



— FRASER RIVER BRIDGE —
DIAGRAM · **SHOWING** **LAY-OUT**

Scale.
 0 500 1000 1500 FEET

File: 3077

April 15th, 1959

Campney, Owen & Murphy,
Barristers & Solicitors,
15th Floor, The Burrard Bldg.,
1030 West Georgia Street,
Vancouver 5, B.C.

Attention: Mr. J.S. Clyne.

Dear Sirs,

This will acknowledge your letter of April 3rd.

We have no knowledge here of a trust fund for
the eventual replacement of the New Westminster railway bridge.

Very truly yours,

D.R. McLeod,
Assistant Deputy Minister

DRMcL:MH

7/2

3077

MR D E FINLAYSON
DISTRICT ENGINEER
NEW WESTMINSTER B C

WOULD YOU PLEASE REFER TO FILE 23-40-1 AND LETTER OF JULY 25TH 1944
BY E S JONES THE DISTRICT ENGINEER AT THAT TIME IN WHICH HE FORWARDED
AN ORIGINAL AGREEMENT BETWEEN THE DEPARTMENT OF RAILWAYS AND HIS
MAJESTY THE KING REGARDING THE NEW WESTMINSTER RAILWAY BRIDGE. I NOTE THS
THIS WAS RETURNED TO YOUR OFFICE JULY 31ST 1944.
I WOULD APPRECIATE RECEIVING A LOAN OF THIS AGREEMENT AT YOUR EARLIEST
CONVENIENCE.

THANKS.

F HOWLAND
CHIEF CLERK

VICTORIA
APRL 8 1959
4:51 PM
MSGC RCD NW

From:

CHIEF HIGHWAY ENGINEER

To:

H. T. MIARD

Please discuss

Please reply (my sig.)

Please reply direct

Please write report

Please investigate

Do you approve?

Do you concur?

For your information

For your action

TRA-2013-00268

Page 211

Deputy Minister of Railways,

Buildings.

Department of Public Works
File 3077

July 10th

46.

I enclose herewith copy of letter dated the 8th instant from the National Harbours Board, Vancouver, with reference to the tidal gauge on the Railway bridge at New Westminster.

I would appreciate you replying direct to the Board relative to the cost of installation, and if possible forward a plan showing the construction of same.

A. L. Carruthers,
Chief Engineer.

by:

F. Howland,
Chief Clerk.

PH:S
Encl.



CANADA

3077
IN YOUR REPLY QUOTE

FILE NO.

N-5-1
B-3-8/F

NATIONAL HARBOURS BOARD

VANCOUVER HARBOUR

RECEIVED VANCOUVER, B.C.

PROV. PUBLIC WORKS DEPT.,
VICTORIA

JUL 9 1946

July 8, 1946.

ANSWERED.....
NOTED.....
DATE.....

Your File No. 3088

Mr. A. L. Carruthers,
Chief Engineer,
Department of Public Works,
Victoria, B. C.

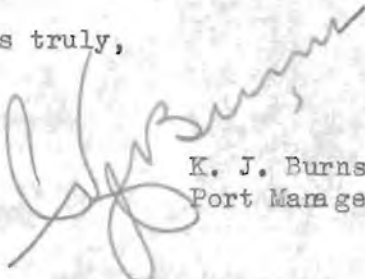
My dear Sir:-

With reference to your valued favour of the
4th instant.

I might state that the Representative of the
District Chief Engineer here was in touch with the Chief
Engineer Mr. Frith and advises him that the tide gauge which
we are interested in is on the Railway Bridge on the Fraser
River and is under the Department of Railways.

In this connection, it may be explained
that we are interested in constructing a tide gauge at the
Second Narrows Bridge and we were of the opinion that the
installation on the Fraser would probably suit our purpose
very well.

Yours truly,


K. J. Burns,
Port Manager.

KJB:CMA.

684876

July 4th, 1946.

Mr. K. J. Burns,
Port Manager,
National Harbours Board,
Vancouver Harbour,
Vancouver, B.C.

Dear Sir:

This will acknowledge receipt of your letter of the 28th ultimo addressed to the Honourable the Minister of Public Works with reference to the cost of installing the tidal gauge at the Pattullo Bridge.

In reply I have to advise tidal gauges are under the jurisdiction of the Dominion Water and Power Bureau, and I would suggest you write to Mr. C. E. Webb, District Chief Engineer at 744 W. Hastings Street, Vancouver for full information in this connection.

Yours very truly,

A. L. Carruthers,
Chief Engineer.

by:

F. Howland,
Chief Clerk.

FH:S



IN YOUR REPLY QUOTE

FILE NO. 3077

NATIONAL HARBOURS BOARD

VANCOUVER HARBOUR

VANCOUVER, B.C.



JUL 2 - 1946

ANSWERED
NOTED
DATE

June 28th, 1946.

The Honourable the Minister of Public Works,
Provincial Government,
Parliament Building,
Victoria, B. C.

My dear Mr. Minister:

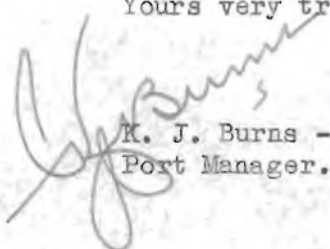
Would it be possible for your department to advise me in due course, the cost of installing at the Pattullo Bridge the tidal gauge which has ~~now~~ been in service there for sometime.

We have a problem confronting us in connection with the Second Narrows Bridge and have an idea that it would be advisable to install a similar gauge to that used by your department.

Also, could your department furnish us with a plan showing the construction and cost of same?

Thanking you.

Yours very truly,


K. J. Burns -
Port Manager.

KJB:JSL.

684307

PROVINCE OF BRITISH COLUMBIA
DEPARTMENT OF PUBLIC WORKS

3077

6M-143-2891

FROM CHIEF ENGINEER	TO E. S. Jones, Esq., District Engineer, New Westminster, B.C.	DATE July 31st, 1944. ELECTORAL DISTRICT New Westminster OUR FILE 3077 YOUR FILE
SUBJECT New Westminster Railway Bridge.		REFERENCE YOUR LETTER

REGISTERED MAIL

RECEIVED
PROV. PUBLIC WORKS DEPT.
VICTORIA, B.C.

AUG 3 - 1944

ANSWERED
 NOTED
 DATE

Reference your letter July 25th, I am
 returning the agreement to you herewith.

A.L. Carruthers,
 Chief Engineer.

by:

G.M. Duncan,
 Bridge Engineer.

encl.
 JTH:MD

Chief Engineer Aug. 2nd, 1944.

This will acknowledge receipt of the
 above document.

"E. S. JONES"

635293

B. E.

July 31st, 1944.

Mr. J. M. Stewart,
Deputy Minister,
Dept. of Railways,
Victoria, B. C.

Dear Sir:- Re: New Westminster Railway Bridge.

In reply to your letter of July 15th,
I consider that the Dominion Government are responsible
for the reconstruction of the platform in accordance
with the terms of the agreement made on 26th October,
1939 between the Province and the Dominion by which
the latter "agrees fully to maintain the bridge, all
approaches and appurtenances, etc."

Yours truly,

A.L. Carruthers,
Chief Engineer.

by:

G.M. Duncan,
Bridge Engineer.

JTH:MD

July 31st, 1944.

E. S. Jones, Esq.,
District Engineer,
New Westminster, B.C.

New Westminster
3077

New Westminster Railway Bridge.

REGISTERED MAIL

Reference your letter July 25th, I am
returning the agreement to you herewith.

A.L. Carruthers,
Chief Engineer.

by:

G.M. Duncan,
Bridge Engineer.

encl.
JTH:MD

3077

PROVINCE OF BRITISH COLUMBIA
DEPARTMENT OF PUBLIC WORKS

FROM E. S. Jones, District Engineer, New Westminster, B.C.	TO Chief Engineer, Victoria, B. C.	DATE July 25th, 1944. ELECTORAL DISTRICT New Westminster OUR FILE 23-40-1 YOUR FILE 3077
SUBJECT New Westminster Railway Bridge		REFERENCE July 18th YOUR LETTER

RECEIVED
PROV. PUBLIC WORKS DEPT.
VICTORIA, B. C.

JUL 28 1944

ANSWERED.....
NOTED.....
DATE.....

The only records we have on file in regard to this matter would be the original agreement between the Department of Railways and His Majesty the King, which is enclosed herewith under registered mail.

You will note that everything pertaining to the bridge was turned over to the Dominion Government.

Will you kindly return the Agreement for our files.

E. S. JONES.

ESJ:B
Encl.

REGISTERED MAIL

634962

B.E.

July 18th, 1944.

E.S. Jones, Esq.,
District Engineer,
New Westminster, B.C.

New Westains

5077

Re: New Westminster Railway Bridge

I enclose copy of letter dated July
15th from the Deputy Minister, Department
of Railways, regarding an old wharf or platform.

Please see if you can find out anything
about it and advise me.

A.L. Carruthers,
Chief Engineer

By:

G.M. Duncan,
Bridge Engineer.

GMD/MB
Encl.



3079
VICTORIA

DEPARTMENT OF RAILWAYS

RECEIVED

PROV. PUBLIC WORKS DEPT.
VICTORIA, B. C.

JUL 17 1944

July 15th, 1944.

ANSWERED
NOTED
DATE

Arthur Dixon, Esq.,
Deputy Minister,
Department of Public Works,
Buildings.

Dear Sir:-

Re: New Westminster Railway Bridge.

You may recollect that previous to the construction of the Pattullo Bridge there was a small wharf at the side of Pier #1 which was removed during construction. This wharf had been constructed for use in protecting the steel of the old bridge should Broder's Cannery take fire as it accommodated the pumper of the City Fire Department. A temporary arrangement was made by using part of the old Mayer Wharf but this has now become so rotten that the Fire Chief will not allow the pumper on it.

I am now in receipt of a letter from Mr. Morton, District Engineer, Public Works, Canada asking who is responsible for the reconstruction of this platform. Would you please advise.

Yours truly,

A handwritten signature in dark ink, appearing to read "J. H. Morton".

DEPUTY MINISTER.

JMS:KT

634216

B. E.

DEPARTMENT OF PUBLIC WORKS

3077

FROM E. S. Jones, District Engineer, New Westminster, B.C.	TO Chief Engineer, Victoria, B. C.	DATE Dec. 2nd, 1943. ELECTORAL DISTRICT New Westminster OUR FILE 25-40-1 YOUR FILE 3077
SUBJECT New Westminster Railway Bridge		REFERENCE YOUR LETTER Dec. 1st

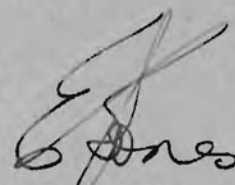
FOR DEPARTMENTAL AND INTERDEPARTMENTAL CORRESPONDENCE ONLY

RECEIVED
PROV. PUBLIC WORKS DEPT.
VICTORIA, B.C.

DEC 3 - 1943

ANSW. _____
NOTED _____
DATE _____

I have discussed this matter with the Dominion Engineer and advised them that one opening will be sufficient to give access to the Musqueam Indian Reserve.


E. S. JONES.

ESJ:B

c.c. Mr. K. Morton

621607

B.E.

Dec. 1st, 1943.

E.S. Jones, Esq.,
District Engineer,
New Westminster, B.C.

5077

Re: New Westminster Railway Bridge.

Herewith attached, for your information, is a copy of letter we have received from the Deputy Minister, Provincial Department of Railways, regarding the old Pacific Highway under-crossing of the C.N. Railway.

I have advised him that, as far as I know, one opening should be sufficient, but that it would be advisable for District Engineer Morton or Mr. Keyt, of the Dominion Public Works Department, to take the matter up with you before proceeding with the work.

Kindly attend to the matter and advise us of the result.

A.L. Carruthers,
Chief Engineer.

Dy:

G.M. Duncan,
Bridge Engineer.

GMD/MB
Encl.



DEPARTMENT OF RAILWAYS

VICTORIA

3077

RECEIVED

PROV. PUBLIC WORKS DEPT.

VICTORIA, B. C.

November 27th, 1943.

NOV 29 1943

ANSWERED
NOTED
DATE

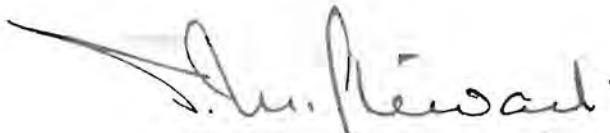
Arthur Dixon, Esq.,
Deputy Minister,
Department of Public Works,
BUILDINGS.

Dear Mr. Dixon:-

Re: New Westminster Railway Bridge.

The Department of Public Works, Canada have prepared plans for the reconstruction of the southeast approach to the above bridge and provision has been made for retaining the two existing undercrossings formerly occupied by the Pacific Highway. It has been suggested by the Canadian National Railways that only one opening be retained to give access to the Musqueam Indian Reserve and the waterfront on the left bank of the Fraser. One opening would provide a roadway 26' wide. Would you please advise if you consider this sufficient.

Yours truly,


DEPUTY MINISTER.

JMS:KT

621345

B.E.

January 12th, 1942

K.W. Morton, Esq.,
District Engineer,
Department of Public
Works, Canada,
New Westminster, B.C.

Dear Mr. Morton:-

Re: New Westminster Railway Bridge

Yours December 29th - regret that there has been delay in answering your letter.

The reason for paragraph #16 in the agreement was to bring about co-operation between our two Departments in the protection of the piers in both bridges, and your reference of this matter at this time is appreciated.

Unquestionably, the piling of an excessive amount of riprap around piers of either bridges will affect conditions at both. But you are in the unfortunate position of having to depend upon riprap for stability which, if overdone, has the effect of increasing scour around and for a considerable distance downstream.

The conclusion reached in 1936 was that the best we could hope to accomplish was to maintain pier stability and a fair degree of steady, uniform stream flow. This we conceived to be quite possible if we maintained the river bed profile in a series of approximate semi-ellipses with vertical axes about midway between piers. To do this it was essential that deep holes around and particularly just downstream of piers had to be paved, avoiding as far as possible the piling of excessive amounts of riprap around piers, keeping it balanced on opposite sides and well spread. Emphasis was placed on paving rather than riprap. Scour midway between piers was inevitable and should not be resisted providing deep holes and turbulence do not develop.

Following that theory we succeeded in reducing both scour and turbulence with paving as the plan of soundings taken in 1938 will show. This plan is being forwarded under separate cover.

It is impracticable to establish ideal conditions of stream flow but we should not make conditions worse than necessary.

Insofar as your proposal is concerned, we can have no objection. Our experience has consistently indicated that we have to watch holes which develop immediately downstream from piers into which riprap steeply piled will roll during freshets, and since the current normally strikes at an angle the turbulence resulting is excessive. Would recommend that as riprap is being placed, you take soundings well out from pier. Very often paving a deep hole will be far more effective than riprap in preventing further scour.

As far as this Department is concerned, your proposal is approved.

Yours truly,

A. DIXON

Chief Engineer

ALC/MB

DEPARTMENT OF PUBLIC WORKS, CANADA

BRITISH COLUMBIA - YUKON DISTRICT

DISTRICT ENGINEER'S OFFICE

SERVICE New Westr. Railway Bridge



NEW WESTMINSTER, B.C. December 29, 1941

Dear Sir,-

Following an examination made in December, 1940, to ascertain the condition of the pier foundations of the New Westminster Railway Bridge over the Fraser River, it was disclosed that scour had taken place at three of the bridge piers, and that restoration of the old ground line surrounding these piers with rock rip rap was essential.

It has been estimated that a total of approximately 1745 tons of rip rap, detailed as follows, would be required for the work:

Pier #2, B.C. Electric Railway approach,	350 tons	
Great Northern " " "	170 "	520 tons
Pier #4,		900 "
Pier #7,		325 "
Total.....	1,745	"

The necessary allotment for carrying out this work has now been made available by the Department, but before undertaking it I am referring the matter to you for approval, as required in Para. 16 of the Agreement between the Provincial and Dominion Governments on the transfer of the bridge to the Dominion Government, and I shall be glad to hear from you in this regard at your early convenience.

A copy of the report, dated January 4th, 1941, from Mr. Senior Assistant Engineer Keyt, covering the examination of the bridge foundations, is enclosed herewith for your information.

Encl.

Yours very truly,

Ken W. Morton

Ken W. Morton,
District Engineer.

A. Dixon, Esq.,
Chief Engineer,
Public Works Dept.,
Victoria, B. C.

WEK/m

583148

Mc
B.E.

CHARACTERISTICS OF SITE.- The site of the bridge is 15 miles from the point where the Fraser River enters the Strait of Georgia. At this point the river at the water line is 2,100 ft., and as there is a tide difference of from 3 ft. to 7 ft. in 24 hours, its waters have two currents each way during most of the year. Under ordinary conditions these currents have a velocity of from $2\frac{1}{2}$ to $3\frac{1}{2}$ miles per hour, but during the Spring freshets a velocity of 7 miles per hour has been observed. As indicated by Fig. 1 the north bank of the river is high and the bed of the river from this side drops off rapidly to a point between Piers III and IV, where there is from 80 to 85 ft. of water at ordinary stages of the river. And this far the river bed consists of a very coarse gravel, interspersed with large boulders, and covered with some 20 ft. of fine silt, containing logs. The remaining portion of the river bed to the south consists of silt, through which occur layers of fine sand, clay and fine gravel.

GENERAL DESCRIPTION.- The substructures consist of 17 piers, 11 pedestals and 3 abutments. All the pedestals and the two abutments on the north shore are concrete. The Main pier shafts are of granite masonry backed with concrete. The concrete used for the pedestals and north shore abutments is a 1-3-5 broken stone mixture, faced with $1\frac{1}{2}$ ins. of 1 cement and 2 sand mortar. The pier foundations are of two kinds; Piers 1 to V, inclusive, are open caisson or crib foundations, and Piers VI to XI, inclusive, are pile crib foundations. The cribs in all the pier foundations were filled with concrete of 1 cement, 2 sand and $3\frac{3}{4}$ -in. broken stone. The pier shafts are coursed ashlar.

ABUTMENTS AND PEDESTALS.- The concrete abutments and pedestals call for mention only in respect to the forms used. These consisted of 2x6 in. dressed and matched lagging boards, supported by a rigid timber frame. The facing was applied by blocking steel plates $1\frac{1}{2}$ ins. from the frame, filling behind these plates with concrete and between them and the lagging with 1-2 mortar, and then withdrawing the plates and tamping the mortar and the concrete together to a close bond. The surface finish secured by these means was remarkably perfect.

PIERS I AND II.- The foundation denoted as Pier I consists of three pairs of piers, which carry the steel columns of the one highway and two railway approaches. Each of the six piers consists of a crib 16x16 ft., 13 ft. high, surmounted by a concrete shaft 16 ft. high. They were constructed by building cofferdams and sinking the cribs by excavation in the dry with pick and shovel. Pier II supports the wide end of the spread spans and consists of two shafts and

cribs spaced 136 ft. 6 ins. apart. Each crib is 16 ft. square and 25 ft. high, and carries a masonry shaft 24 ft. high and 10 ft. square under the coping. It was planned to sink these cribs by open dredging inside, but the steep slope of the river bed and the fact that it consisted of cemented gravel filled with large boulders made it impossible to accomplish the task in this manner. A shelf or bench was, therefore, dredged for each crib by cutting down the high side of the bank from 10 to 15 ft. The cribs were seated on the prepared benches and then filled with concrete in the usual manner; their bottoms were protected by riprap.

PIERS III, IV AND V.- Piers III, IV and V are all located in deep water, and consist of masonry shafts founded on timber cribs and caissons sunk by open excavation through central wells. All three cribs were of similar construction but differed in dimensions and shape. Those for Piers III and IV were rectangular and had the following dimensions:-

	<u>Pier III</u>	<u>Pier IV</u>
Lateral dimensions of crib...	22x40 ft.	22x37 ft.
Height of crib	27 ft.	124 ft.
Wells in crib (two).....	8x8 ft.	8x8 ft.

The crib for Pier V was an octagon, 28 ft. in diameter with a central well 12 ft. square and was 115 ft. high. The shaft for this pier is a cylinder 24 ft. in diameter and 23 ft. 6 ins. high. The shafts for Piers III and IV have the following dimensions: Pier III, base, 35 ft. 4 ins. x 13 ft. 10 ins; height, 27 ft. 9 ins; Pier IV, base, 11 ft. 6 $\frac{1}{2}$ ins. x 32 ft. 6 $\frac{1}{2}$ ins.; height, 32 ft. 9 ins.

The construction of the cribs in detail is fairly well indicated by Fig. 2, which gives the drawings for Pier IV. The cribs for Piers III, II, and I were substantially the same in form and construction but differed, of course, in walls and solid timber cutting edges. In case of these deep-water cribs it was important that the walls should be perfectly water-tight, since any leakage into the dry compartments prevented the dry filling with concrete that was desired, and also rendered possible the danger of foundering.

It was found to be a simple matter to make the walls tight by caulking the joints from the outside with oakum. To secure tightness in the decks was a more difficult matter. The pressure of the water here was upward, and, as the caulking had to be done from the top, it forced the oakum out of the joints. This difficulty was successfully overcome by caulking the two topmost courses of deck timbers and then filling all joints flush with hot pitch.

Generally, all cribs were constructed complete to a height of 14 ft. before launching, and when afloat their decks were about 3 ft. above the water surface. Directly after launching the bottoms of the dry compartments were sealed with an 8-in. layer of 1-2-3 concrete, which was allowed to set several days before sinking was begun.

The usual methods of open-caisson work were pursued in sinking the foundation cribs; excavation was carried on from the surface through the central well and the crib was forced downward by filling the dry compartments with concrete. To hold the cribs in position during the sinking process, they were moored between guide piles within pile docks, whose upstream faces consisted of piles driven close to form a V-shaped breakwater. These docks formed the supports of working platforms. The crib for Pier IV was landed on the bottom in 50 ft. of water, but during its sinking this depth was increased to 65 ft. by scour. The final depth reached by the bottom of the crib was 135 ft. below ordinary water level. Excavation was stopped in a bed of fine gravel, with a penetration of 90 ft.. The original depth of water was 35 ft. but this was increased to 50 ft. by scour. The basins formed around the cribs of Piers IV and V by scour were filled with riprap.

The crib for Pier III was sunk in 80 ft. of water and has a penetration of 45 ft. It is founded in a bed of coarse gravel and boulders, overlying which there is 20 ft. of fine sand and silt. Owing to the sloping surface of the hard material and the presence of logs in the overlying silt, this crib gave more trouble than any of the others. When the crib landed on the bottom the concrete in the chambers was 35 ft. below water level. The filling was gradually carried up as the penetration increased, but owing to the great height of the crib and to the soft material it was found advisable not to bring the concrete nearer than 15 ft. to the water surface. After sinking 10 ft. into the soft material the crib landed on several logs on its north side, and later again landed on the hard material, which was 18 ins. higher on the north side than it was on the south side. Both of these circumstances caused the crib to lean badly; its total height at the time was 102.5 ft., and it was 4 ft. out of plumb. As any agitation due to excavation in the wells only caused the crib to lean further, the condition was rather serious.

An examination showed that the logs were of considerable size and sound; one of these ran completely across the caisson and was 2 ft. in diameter. It was decided to remove these obstructions by blasting. An augur with a 3-in. bit and a shank 100 ft. long was constructed; its point was set by a diver and it was turned from the top. After boring a number of holes through the log a charge of dynamite was placed in each and exploded.

The logs being removed, the crib was loaded on the high side with concrete and stone, and a dredge was set at work taking away the material on the outside of the north cutting edge. This was a tedious task of several weeks' duration, because the soft material overlying the gravel ran so that a large basin had to be excavated. As soon, however, as the dredge began to take away the coarse material the crib began to right itself and gradually came to a

vertical position. Riprap was deposited around the base of the crib to fill the basin formed by dredging and scour.

The sinking of the cribs for Piers IV and V was straightforward work. All but about 5% of the excavation was done with an ejector or hydraulic elevator of the construction shown by Fig. 3. This device could handle material of any size up to $2\frac{1}{2}$ ins., the diameter of the throat, and was found to be quite as effective at great depths as at smaller depths. The jet shown in the drawing, in connection with the ejector, was used as an agitator; when placed near the suction it greatly increased the efficiency of the work. When coarse gravel or other material was encountered which the elevator could not handle, the apparatus was lifted clear of the bottom and placed in one corner of the well, and a clam-shell dredge was operated for a short time. It was found that the ejector had a decided advantage over the dredge in the point of maintaining the cribs in position. With it, by placing the suction close to the side of the well, the material could be drawn from the high side or the point that was holding up, and by placing an extension on the intake, material could be drawn from directly under the cutting edge. The rate of sinking depended greatly on the material encountered; it varied from 2 to 6 ft. in 24 hours.

The concreting of the cribs comprised two operations; first the filling of the outside compartments, and, second, the concreting of the central well. In the cribs for Piers IV and V as soon as a small amount of penetration had been gained, the concrete in the side compartments was brought above water level and all but the 2-in. sheeting was omitted about the wells. In crib III, owing to the difficulties previously mentioned, it was never possible to bring the concrete to the level of the water surface, and it was, therefore, necessary to continue the solid well timbers to the full height of the crib. The concreting of the wells was done through water until the filling had reached the height at which the well could conveniently be pumped out. In crib V, 75 ft., and in Piers III and IV, 55 ft. and 65 ft. respectively, were concreted dry. As soon as the wells were laid dry the sheeting between them and the side compartments was torn out so that the inside and outside concrete would have all possible chance to bond. The concrete was deposited through water by means of the special bucket shown by Fig. 4.

PIERS VI TO XI.- The six piers carrying the five 159-ft. spans, as shown by Fig. 1, are founded on pile cribs. Each crib, with the exception of No. XI, which is an end pier and contains 21 piles, has 32 piles arranged in four rows of eight piles each. These piles were driven by a hydraulic jet of the pattern shown by the Sketch Fig. 5, and known as a rose jet. These jets were developed as a result of unsatisfactory experience with the ordinary single vent jets, which always stuck fast after the pile had been driven, and had to be loosened by sending down a third jet. The rose jet solved this

difficulty, and they also showed greater ability to loosen and penetrate the gravel. Two of them were used on each pile. They were operated with a water pressure of from 150 to 200 lbs., supplied by a Worthington duplex pump with 20x12 in. x 14 in. stroke cylinders, 9-in. suction and 7-in. discharge, taking steam at 100 lbs. pressure from two 50-HP. locomotive boilers. The same power plant was used to operate the ejectors.

The cribs were made of 12x12 in. timbers dressed on two sides, and laid up solid. They were built to their full height about the piles and leaded with stone. The excavation was done with the ejector previously described. The penetration given the cribs varied from 15 to 20 ft. below the original level of the bottom, but the actual penetration, when sinking was completed, was only a few feet, owing to the scour and to the material drawn in from the outside by the ejector. This left the crib standing in a basin, which, in each case, was filled with paving rock, giving the piers a splendid protection below the original level of the bottom. After the cribs were landed they were sealed with from 5 to 10 ft. of rich concrete (1-2-3 mixture), deposited about the piles by steel pipe tremie. This concrete was allowed to stand one week, when the crib was pumped out and cleaned. The piles were then cut off 5 ft. below low-water level, with their tops at slightly irregular heights, after which the remainder of the concrete was brought up in the dry to the base of the cofferdam. The upper cross struts were removed ahead of the concrete.

Government of the Province of British Columbia
DEPARTMENT OF PUBLIC WORKS

WORK ORDER

Victoria, B.C., August 14th, 1940

Nº 20455

All vouchers covering work hereby authorized must quote the No. of this Work Order.

NEW WESTMINSTER DISTRICT

(Fraser River Bridge)

Sundry Expenditure

\$116.01

Re-authorization of unexpended balance Fiscal Year 1939-40, Work Order 18596

Charge to:

Fraser River (New Westminster)

Bridge Act - 1940-41

Cash raised - - \$

Appropriation - - - - \$

Previously authorized \$

This order - - \$ 116.01 (re-auth.)

Total amount authorized - - \$

Unencumbered balance - - \$

Certified correct. 8/16/40 [Signature] Accountant.

Recommended.

Entered.

Control a/c.

Ledger a/c.

To

Chief Accountant.

BUILDINGS.

Certified in Terms of Section 54(1)
of the Revenue Act.

Comptroller-General.

Chief Engineer.

Government of the Province of British Columbia
DEPARTMENT OF PUBLIC WORKS

WORK ORDER

Victoria, B.C., February 23rd, 1938N^o 16893

All vouchers covering work hereby authorized must quote the No. of this Work Order.

NEW WESTMINSTER DISTRICT

Removing Weigh Scales from North Approach
to old Bridge at New Westminster

\$150.00

(Your letter February 18th, 1938)

Charge to:			Cash raised - - \$
Vote 160, Roads,			Appropriation - - - - \$159,100.00
1937-38			Previously authorized \$65,824.91
			150.00
			This order - - \$
Recommended.	Entered.		Total amount authorized - - - \$65,974.91
	Control a/c.	Ledger a/c.	Unencumbered balance - - - \$98,028.09
			Certified correct. <i>[Signature]</i>
			Accountant.

To

District Engineer,

New Westminster, B.C.

Certified in Terms of Section 54(1)
of the Revenue Act.

Chief Engineer.

TRA-2013-00268
Page 235

3077 /
February 22, 1938.

Mrs. W. G. Calder,
President,
Merchants Cartage Co., Ltd.,
715 Cambie Street,
Vancouver, B.C.

Dear Sir,

Replying to your letter of February
19th, I have to advise that this matter is in
the hands of the Department of Railways, which
is making the necessary arrangements.

Yours faithfully,

Minister.

3077 /

Merchants Cartage Co. Ltd.

716 CAMBIE STREET

Vancouver, B.C. February 19. 1938.



Hon. F.M. McPherson,
Minister of Public Works, A. B. C.
Victoria,
B. C.

Dear sir;

We understand that your Department of Public Works is proposing to dismantle the upper deck of the old Westminster Bridge.

We are fully equipped to handle the contract, having Mr. E. Bickerton, well known bridge contractor who has just completed the First Avenue Bridge in Vancouver. He was also Superintendant of the Burrard Bridge, Vancouver, and Spuzzem, Savonas, Revelstroke and Kamloops Bridges.

We are also fully equipped with heavy movable derricks and a complete fleet of heavy cartage trucks.

We would be obliged with information regarding the above proposed work.

Yours very truly,

MERCHANTS CARTAGE CO. LTD.

W. S. Calder (pres.)

497730

District Engineer,

New Westminster, B. C.

23rd December 1938

New Westminster

3077

Removing Weigh Scales from old Bridge
at New Westminster.

18th February.

As requested, work order No.16893 is being
issued as a charge to Vote 160, Roads in the
amount of \$150.00, to cover cost of removing
weigh scales from the old bridge at New
Westminster.

A. DIXON

/EL

DEPARTMENT OF PUBLIC WORKS

3077

FROM H. C. Anderson, District Engineer, New Westminster, B.C.	TO Chief Engineer, Victoria, B. C.	DATE Feb. 18th, 1938. ELECTORAL DISTRICT Engr. Dist. #3 OUR FILE YOUR FILE
SUBJECT Removing Weigh Scales		REFERENCE YOUR LETTER



For Toll Home yard.

In accordance with instructions from Mr. G. F. Napier, we have removed the weigh scales from the north approach to the old bridge and have stored them at Cloverdale.

All beams and necessary parts have been given a protective coat of red lead paint and a list of parts prepared.

The scales will be available for shipment at any time.

There are a number of bolts and anchor plates which were embedded in the concrete of the pit, which it was impossible to remove. These will have to be purchased new when the scales are replaced. A list of these parts, together with drawings of same is on file in this office.

In discussing this matter personally with the Chief Engineer, he advised that our District Vote would be supplemented to take care of the cost of moving these scales, which amounts to \$150.00. 16016

I would appreciate received a work order for this amount to take care of the payroll and accounts which we now have on hand for this work.

HCA:B

H. C. ANDERSON.

*Accounty details
for H.C. Anderson
on my ledger
at your bank
497322*

*100 16893
Feb 18/38.
H.C. Anderson
Mr. Napier
Office & CA.
A.C.E.*

DEPARTMENT OF PUBLIC WORKS

3077

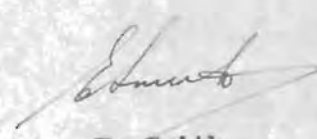
FROM E. Smith, Asst. Dist. Engr., New Westminster, B.C.	TO Mr. H. C. Anderson, District Engineer, New Westminster, B.C.	DATE Jan. 4, 1938. ELECTORAL DISTRICT New Westminster OUR FILE 23-40-2 YOUR FILE
SUBJECT Account - Marking Centre Line, Fraser River Bridge at New Westminster, B.C.		REFERENCE 3077 Dec. 21st

FOR DEPARTMENTAL AND INTERDEPARTMENTAL CORRESPONDENCE ONLY



This amount of \$6.45 should be credited to
Vote 160 Roads, Delta District.

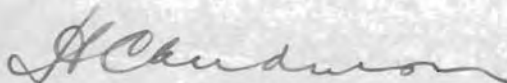
ES:B


E. Smith.

Chief Engineer,
Victoria, B. C.

Jan. 6, 1938.

APPROVED.



494360

C.A.

December 21, 1937

District Engineer,
Court House,
New Westminster, B. C.

New Westminster

3077

Account - Marking centre line,
Fraser River Bridge, New Westminster

I have received a cheque from the Department of Railways, amounting to \$6.45, being the balance of your account of October 4th for marking centre line on the Fraser River Bridge, New Westminster.

I understand that the original invoice was for \$22.70 but a deduction has been made for a damage claim by D. Lockwood, \$16.25. Will you kindly advise the vote to which this cheque should be credited.

A. DIXON

WJL/WT



3077
VICTORIA

10.

DEPARTMENT OF RAILWAYS



I 9 3 7
December 11

MEMORANDUM: The Chief Accountant,
Public Works Department.

Re: Oct. 4th. account - marking centre line,
Fraser River Bridge, New Westminster.

I enclose cheque amounting to
\$6.45, being balance of the above account
after deducting claim by D. Lockwood for
damage to car on account of said centre line
marking.

G. P. NAPIER.

Deputy Minister
& Chief Engineer.

C
Encl/1.

To marking centre line... 322.70
Less damage claim..... 16.25
\$ 6.45

W. S. Field
W. S.

423152

C.A.

3077

December 20th, 1937

Discontinuance of tolls, Old
Fraser River Bridge.

P. Walker, Esq.,
Deputy Provincial Secretary,
Buildings.

Dear Sir:

I thank you for your letter dated
November 26, addressed to the Assistant Chief
Engineer.

Our searches did not disclose any
fresh information on the matter and it is not
proposed to make any further inquiries at the
present time.

I appreciate very greatly the trouble
which you took in this matter.

Yours very truly,

A. DIXON

Chief Engineer.

ICB:LR



OFFICE OF
PROVINCIAL SECRETARY
VICTORIA



3077



November 26th, 1937.

MEMORANDUM FOR THE ASSISTANT CHIEF ENGINEER.

re Discontinuance of tolls, Old Fraser
River Bridge.

As a matter of record, I am reporting the result of the search and enquiries made by this department in respect to the above matter.

The index of orders in council, the Gazette and notations made by the Deputy Provincial Secretary during the period, show that orders in council relating to the bridge, some of which dealt with tolls and others with speed limits etc. were dealt with by orders in council both before and after the 1st of April 1910, being the date upon which tolls were no longer collected. There is however, no record in any of these places of an order in council relating to this particular subject. Dr. Young, who was Provincial Secretary at the time recollects certain incidents in connection with the matter and is of the opinion that the arrangement was made by Mr. McBride, Premier at that time.

On the 27th of January, 1910, the Prime Minister was asked in the House whether the government proposed to discontinue the tolls and replied that the government had the matter under consideration.

Search has been made in the correspondence of this office, sessional papers, journals and so on, but without any result beyond what is noted above.

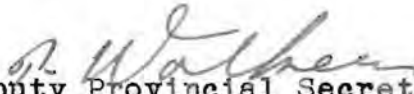
I made enquiries from the present Government Agent at New Westminster, and he has forwarded to me copies of letters on his files. From these it would appear that directions were given to the Government Agent at New Westminster by the Minister of Finance on the 30th of March 1910. I would infer that definite and final decision was not arrived at until late in that month, but I cannot think of any other source of enquiry which this office is in a

Assistant Chief Engineer

November 26, 1937.

position to make. It may be however, that there is a letter on file in the Prime Minister's office from the Premier of that date, to the Minister of Finance, and this possibly is supported by a recollection of Dr. Young's that Mr. Anderson, who was Auditor General, was somehow made aware of the decision to discontinue the tolls.

For purposes of record, I shall be glad to learn the final result of the enquiries into this matter being made by officers of your department.


Deputy Provincial Secretary.

PW/MH
Encl.

C
o
p
y.

March 30th, 1910.

Dear Sir,

I beg to inform you that on and after
April 1st there will be no tolls collected on the New Westminster
Bridge, so you will accordingly notify the of fials to that
effect.

Yours truly,

"W.J. Bowser"

Minister of Finance.

A.A. Fletcher, Esq.

Government Agent,

New Westminster, B.C.

C
O
P
Y.

March 24th, 1910.

Sir,

I understand that it is the intention of the Government that no tolls are to be collected on the Bridge after the 31st instant. I would be obliged by your giving me instructions in this matter, and if I am to return the cash register to your Department.

Yours obediently,

"S.A. Fletcher"

Government Agent.

F.C. Gamble, Esq.,

Public Works Engineer.

File 3077

December 10, 1937

Mr. G. E. Watt,
Manager,
Sensen Floor Co.,
1019 Granville Street,
Vancouver, B. C.

Re Old New Westminster Bridge

Dear Sir:-

I have to acknowledge receipt of your letter of the 7th instant and would advise that this Bridge is under the jurisdiction of the Department of Railways to whom I am forwarding copy of your letter.

Yours very truly,

A. DIXON

Chief Engineer

GPN/EG

Sansan Floor Company

ESTABLISHED 1911

ASPHALT TILE



CARPETS



LINOLEUM, ETC.



1019 GRANVILLE STREET

VANCOUVER, B. C. December 7, 1937

ASSISTANT CHIEF ENGINEER

DEC 8 1937

PUBLIC WORKS DEPT.
VICTORIA, B. C.Department of Public Works
Victoria, B. C.

Gentlemen:

I would greatly appreciate it if you would let me know whether the steel plates on the deck of the old Westminster Bridge are for sale; if so, would you let me have a price per square foot, either to be taken up by us, or yourselves.

Should you be unacquainted with this material, I would point out for your information that there are four rows of the plates across the entire length of the bridge. This inquiry is not for Japan: we have a place for them in a B. C. industrial plant.

Thanking you in anticipation of your reply, we remain,

Yours truly,

SANSAN FLOOR COMPANY

GEW:HS

G. E. WATT, Manager

ASSISTANT CHIEF ENGINEER

DEC 3 1937

PUBLIC WORKS DEPT.
VICTORIA, B. C.

492222

A.C.E.

November 23, 1937

Mr. J. Stewart,
Resident Engineer,
New Westminster,
B. C.

3077

New Westminster Bridge

I am attaching herewith for your attention please, copy of letter received from S. Morrison, District Engineer, Canadian National Railways, dated November 22nd.

Will you kindly reply direct to Mr. Morrison.

A. DIXON

GPN/EG

November 24, 1937

(1)

Mr. S. Morrison,
District Engineer,
Canadian National Railways,
Vancouver, B. C.

Dear Sir:-

Re New Westminster Bridge

I wish to acknowledge receipt of your letter of the 22nd instant and to advise that I have referred this matter to the Deputy Minister and Chief Engineer of Railways, as this Bridge is under his jurisdiction.

Yours very truly,

A. DIXON
Chief Engineer

GPM/EG

3077

CANADIAN NATIONAL RAILWAYS

WESTERN REGION

BRITISH COLUMBIA DISTRICT

W. T. MOODIE
GENERAL SUPERINTENDENT

I. L. BOOMER
SUPT. TRANSPORTATION

S. MORRISON
DISTRICT ENGINEER

C. J. QUANTIC
SUPT. MOTIVE POWER AND CAR EQUIPMENT

OUR FILE NO.

VANCOUVER, B.C. Nov. 22nd, 1937.



Mr. A. Dixon,
Chief Engineer, Dept. Public Works,
Victoria, B.C.

Dear Sir: - Re: New Westminster bridge.

When the highway portion of the New Westminster bridge is removed it will enable our company to run heavier power over this structure and I would appreciate if you would advise me when you expect to undertake the removal of the overhead highway portion of this bridge.

Yours truly,

J. Morrison

District Engineer.

ASSISTANT CHIEF ENGINEER
NOV 23 1937
PUBLIC WORKS DEPT.
VICTORIA, B. C.

490899

A.C.E.

DEPARTMENT OF WORKS.

FRASER RIVER BRIDGE.

NOTICE RE CLOSING THE FRASER RIVER BRIDGE,
NEW WESTMINSTER, TO ALL VEHICULAR
TRAFFIC.

NOTICE is hereby given that, pursuant to section 55 of the "Highway Act," the following regulations have been made under date of November 10th, 1937, respecting the bridge owned by the Province of British Columbia crossing the Fraser River at New Westminster, in the said Province, known as the "Fraser River Bridge," namely:—

- (1.) The Fraser River Bridge at New Westminster, British Columbia, is hereby closed to all vehicular traffic, and the use of the said bridge is hereby restricted to railway traffic.
- (2.) The regulations governing vehicular traffic over the said bridge made on the 8th day of June, 1936, are hereby rescinded.
- (3.) These regulations shall take effect on Monday, the 15th day of November, 1937, at the hour of 1 o'clock in the afternoon.

F. M. MACPHERSON,
Minister of Public Works.

*Department of Public Works,
Parliament Buildings,
Victoria, B.C., November 12th, 1937.*

DEPARTMENT OF WORKS.

FRASER RIVER BRIDGE.

NOTICE RE CLOSING THE FRASER RIVER BRIDGE,
NEW WESTMINSTER, TO ALL VEHICULAR
TRAFFIC.

NOTICE is hereby given that, pursuant to section 55 of the "Highway Act," the following regulations have been made under date of November 10th, 1937, respecting the bridge owned by the Province of British Columbia crossing the Fraser River at New Westminster, in the said Province, known as the "Fraser River Bridge," namely:—

- (1.) The Fraser River Bridge at New Westminster, British Columbia, is hereby closed to all vehicular traffic, and the use of the said bridge is hereby restricted to railway traffic.
- (2.) The regulations governing vehicular traffic over the said bridge made on the 8th day of June, 1936, are hereby rescinded.
- (3.) These regulations shall take effect on Monday, the 15th day of November, 1937, at the hour of 1 o'clock in the afternoon.

F. M. MACPHERSON,
Minister of Public Works.

*Department of Public Works,
Parliament Buildings,
Victoria, B.C., November 12th, 1937.*

Chief Engineer,
Department of Public Works, for your information.



G.P. Napier.

November 12, 1937

Closing Fraser River Bridge to Vehicular Traffic

Dear Sir:-

I enclose herewith copies of Gazette Notice dated November 12th, 1937 which is self-explanatory.

Kindly arrange to barricade the roadway of the Bridge at both ends with proper notices and warning signs in order to give effect to this regulation.

I realize it may not be possible to close the Bridge entirely at one o'clock in the afternoon of Monday; in this you will have to consult with the Provincial Police, as congestion of traffic in connection with the opening may be such that the Police may find it necessary to continue to route traffic over the old bridge until some later period during the afternoon.

The Bridge must however, be closed by 12:01 A.M. Tuesday, November 16th, 1937, one minute after midnight, as the tolls on the new bridge go into effect at that time, and thereafter all vehicular traffic must cross by way of the new Bridge.

Will you please see that proper safeguards such as red lights and warning signs are put up ahead of the barricades to avoid possible accidents to traffic.

Advise all police concerned.

Yours very truly,

Deputy Minister and Chief Engineer.



490211

A. F.

2077

Notice re Closing the Fraser River Bridge,
New Westminster to all Vehicular Traffic.

Notice is hereby given that, pursuant to section 55 of the "Highway Act", the following regulations have been made under date of November 16th., 1937, respecting the Bridge owned by the Province of British Columbia crossing the Fraser River at New Westminster in the said Province, known as the "Fraser River Bridge", namely:-

- (1) The Fraser River Bridge at New Westminster, British Columbia, is hereby closed to all vehicular traffic, and the use of the said Bridge is hereby restricted to railway traffic.
- (2) The Regulations governing vehicular traffic over the said Bridge made on the 8th day of June, 1936, are hereby rescinded.
- (3) These Regulations shall take effect on Monday, the 15th. day of November, 1937 at the hour of one o'clock in the afternoon.


Minister of Public Works

Department of Public Works,
Parliament Buildings,
Victoria, B.C., November 12th., 1937



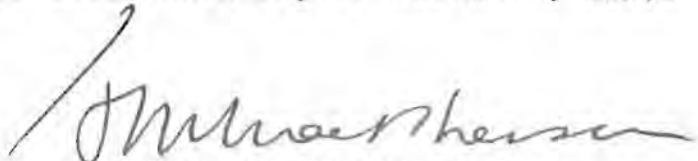
3077
VICTORIA

S.A.
November 10, 1937

Pursuant to Section 55 of the "Highway Act", I hereby make the following regulations respecting the Bridge owned by the Province of British Columbia crossing the Fraser River at New Westminster in the said Province, known as the "Fraser River Bridge":-

- (1) The Fraser River Bridge at New Westminster, British Columbia, is hereby closed to all vehicular traffic, and the use of the said Bridge is hereby restricted, to railway traffic.
- (2) The Regulations governing vehicular traffic over the said Bridge made on the 8th., day of June 1936 are hereby rescinded.
- (3) These Regulations shall take effect on Monday the 15th., day of November, 1937 at the hour of one o'clock in the afternoon.

Dated at Victoria, B.C. this tenth day of November, 1937.


MINISTER OF PUBLIC WORKS.

Nov. 1937 - Railways Dept

Oct 1939

T/R to Sam Gov't

326A

Mr. G. P. Napier,
Deputy Minister of Railways,
Buildings.

October 7, 1937

3077

Old Fraser River Bridge

I am attaching herewith for your
attention please, copy of letter received
from the Corporation of the District of
Surrey dated October 4th, together with
copy of my reply thereto of even date.

A. DIXON

GPN/EG

(1)

October 7, 1937

Mr. J. G. Farmer,
Clerk, Cor. of the District
of Surrey,
Cloverdale, B. C.

Dear Sir:-

I have to acknowledge receipt of your letter of the 4th instant and would advise that the old Fraser River Bridge is under the jurisdiction of the Railway Department.

I am, therefore, forwarding copy of your letter to Mr. G. P. Napier, the Deputy Minister of Railways, with a request that he reply to you direct.

Yours very truly,

A. DIXON

Chief Engineer

GPN/EG

(1)

3077

THE CORPORATION OF THE
DISTRICT OF SURREY

P. O. DRAWER 210
PHONE CLOVERDALE 25



OFFICE OF THE
MUNICIPAL HALL



CLOVERDALE, B.C.

Oct. 4, 1937.

ASSISTANT CHIEF ENGINEER

A. Dixon, Esq.,
Chief Engineer,
Department of Public Works,
Victoria, B. C.

PUBLIC WORKS DEPT.

Dear Sir:

The Municipal Council of Surrey
has received information to the effect that within
a very short while, the Provincial Government intends
to remove the decking from the present ^{roadway} right of way
over the old Fraser River Bridge at New Westminster.
As the Municipality has 2 projects on which they could
use this decking to advantage, I have been instructed
to enquire whether it would be possible for us to
arrange to obtain same from your department rather
than have it sold for a pittance.

Would you kindly let me know as to
this at your early convenience and oblige,

Yours faithfully,

John G. James.

JGF:B

Clerk

486868



3077
VICTORIA

DEPARTMENT OF RAILWAYS

September 15th, 1937



MEMORANDUM: The Chief Engineer,
Department of Public Works.

The attached copy of report
from Bridge Superintendent Gifford,
Fraser River Bridge, is forwarded for
your information.

G.P. NAPIER
Deputy Minister and
Chief Engineer of Railways

JMS:LR

185847

W. H. A. C. E.

COPY

Fraser River Bridge,
New Westminster, B.C.
Sept. 7th, 1937

G.P. Napier, Esq.,
Deputy Minister and
Chief Engineer of Railways,
Victoria, B.C.

Dear Sir:

I beg to report that vehicular traffic over the bridge during the past week end was quite heavy. The traffic was unusual due to the fact that it was about equally divided north and south. The Vancouver exhibition no doubt being the attraction in Vancouver.

On Sunday the swing span was opened five times to allow boats to pass through. The first three, two steam ships and the Canora caused no delay to traffic as they passed through the swing span early in the morning. The other two openings were for the C.N.R. No 2 tug and barge, up and down, and caused a delay to vehicular traffic of seven and eight minutes.

On Labour Day, Monday, six boats passed through the swing span. The first opening was at 7.48 a.m. and caused no delay to traffic. The other five boats caused delays of from seven to nine minutes. These delays were not serious.

This a.m. the twenty seven trucks of the West Coast Shows crossed the bridge causing two traffic tie ups. The first tie up was caused when a West Coast Shows truck travelling South met another truck travelling North just at the South end of the swing span. These trucks had lots of room to pass each other but neither would pull over close enough to the guard rail to allow the other to pass. This tied up traffic for approximately ten minutes. The second tie up occurred when we stopped all North bound traffic for approximately ten minutes to allow the largest of the West Coast Shows trucks to pass over the bridge.

Yours obediently,

"T. GIFFORD"

Bridge Supt.

DEPARTMENT OF PUBLIC WORKS

3077

FROM H. C. Anderson, District Engineer, New Westminster, B.C.	TO Chief Engineer, Victoria, B. C.	DATE Sept. 9th, 1937. ELECTORAL DISTRICT New Westminster OUR FILE 23-40-1 YOUR FILE 3077
SUBJECT Cheque #66519-C - \$31.12		REFERENCE Aug. 16th YOUR LETTER



Replying to your letter of the 16th inst. re the above, I wish to advise you that this cheque is in payment of this Department's services in marking the centre line on the New Westminster Bridge for the Department of Railways, as per copy of account attached hereto.

Kindly credit this amount to Vote 160 Roads, Delta.

H. C. ANDERSON.

HCA:B
Encl.

*Receipt
356856
W.D.*

*Amos Fair
You are holding this*

484904

C.A.

FOR DEPARTMENTAL AND INTERDEPARTMENTAL CORRESPONDENCE ONLY

July 12th, 1937.

New Westminster Bridge,
Department of Railways,
Westminster Bridge, B.C.

IN ACCOUNT WITH

Provincial Department of Public Works,
Court House, New Westminster, B. C.

Marking Centre Line, New Westminster Bridge

1937

June 30th

1 man $\frac{1}{2}$ day @ \$4.40	\$2.20	
1 " $\frac{1}{2}$ " @ 4.00	2.00	
2 men $\frac{1}{2}$ " @ 3.60	3.60	
2 " $\frac{1}{2}$ " @ 3.20	5.20	\$11.00
4 gal. Road Lacquer @ \$3.78	15.12	
2 " Thinner @ 2.25	4.50	
2 " gasoline @ .25	.50	20.12
		<u>\$31.12</u>

Kindly make cheque payable to Honorable Minister of Public Works.

August 16, 1937

District Engineer,
Court House,
New Westminster, B. C.

Eng.#3

3077

Cheque #66519C - \$31.12

I am in receipt of a cheque from the Government Agent at New Westminster in the amount of \$31.12, and this bears the notation, "Marking centre line - Fraser River Bridge".

Will you kindly advise the circumstances in connection with this in order that credit may be made to the correct appropriation.

A. DIXON

HEB/WT

July 14. 1937

3077

Estimate of Total Tonnage of Freight Transported
Annually over the Fraser River Bridge, New West-
Minster in Motor-Vehicles (Trucks)

<u>Estimate No. 1</u>	<u>Tons per Annum</u>
Farm Produce	80,000
Timber Products	150,000
General Merchandise, Buildings Materials and Coal etc.	112,000
Household Goods, Food, Clothing etc.	25,000
	367,000

<u>Estimate No. 2</u>	<u>Tons per Annum</u>
Assume 140,000 light trucks, making 70,000 trips loaded with an average of 1 ton per trip	70,000
Assume 160,000 heavy trucks, making 80,000 trips loaded with an average of 4 tons per trip	320,000
	390,000

Say 375,000 tons per annum allowing for probable increase,
trailers, etc.

The above includes an estimated amount of 38,000 tons of
freight which may be classified as "freight for farm pur-
poses only", transported by farmers in trucks having a
private freight vehicle licence, which licences are issued
free.

From actual measurements, of time taken, the weight carried
by a loaded truck can be determined in 30 seconds, when the
gross weight and carrying capacity are marked outside of
the vehicle. To this should be added another 30 seconds to
allow for vehicles starting up, driving on the weigh scales
stopping and starting up again; one minute per vehicle under
the best conditions.

Statistics recently taken show as high as 118 trucks per hour crossing the bridge. In July, 1935, 162 trucks crossed the bridge in one hour so that, in order to weight all trucks at least 3 sets of platform scales would be required under optimum conditions.

It should be noted however, that at the present time only approximately 10% of the vehicles are marked outside to show gross weight and carrying capacity. In such cases it will be necessary to demand the conditions of licence or Motor Vehicle licence in order to determine the tare weight which ~~may~~ takes a total of 3 1/2 minutes per vehicle.

Under these conditions as many as 8 or 9 platform scales might be required.



3077
VICTORIA

II-4

DEPARTMENT OF RAILWAYS

May 27th.
1937

MEMORANDUM: The Chief Engineer,
Public Works Department.

Re highway traffic, Fraser River Bridge, May 24th.

I beg to hand you herewith for your
information a report in connection with the above.

G. P. Chapier

Deputy Minister and
Chief Engineer of Railways.

*Noted and
27/5/37*

475860

C.E.

HIGHWAY TRAFFIC. FRASER RIVER BRIDGE.
MAY 24TH. 1937.

Assistance in the regulation of traffic was afforded by Provincial police, New Westminster City Police and Surrey Municipal Police, in addition to the regular Bridge Police. One Provincial and two Surrey Policemen were placed at the junction of Scott Road and the Pacific Highway, one Provincial Policeman and One Bridge Policeman at the North end of the Bridge and one New Westminster City Policeman at the junction of the Bridge approach and Columbia Street. Two sparemen and the Bridge Police were distributed across the Bridge equipped with ropes in readiness to have cars towed off the Bridge in case of breakdown.

During Saturday the 22nd., Sunday 23rd. and until 2 p.m Monday the 24th. the volume of traffic proceeded South. At 4.30 p.m. on the 24th. traffic started to return at the average rate of 14 cars per minute and continued at this rate until 2 a.m. Tuesday 25th. It is estimated that 8000 cars proceeded over the Bridge going North between the hours of 4.30 p.m. and 2 a.m. and that at least 1500 cars proceeded South during this period.

There were two openings of the swing span on the 24th. inst.; one of seven minutes at 5.49 p.m. and one of eight minutes at 7.17 p.m. Apart from these two openings there was no other delay. There were no accidents of any description.

Average speed across the Bridge was 10 miles per hour and it was found impossible to persuade drivers to increase this speed although at times there were gaps of as much as 600 feet between cars.

South of the Bridge three main arteries of traffic converged onto the Pacific Highway:-

- (1) From Blaine at the International Boundary,
- (2) From Cultus Lake and other points at Fry's Corner,
- (3) From Boundary Bay and Whiterock at Scott Road.

These three streams proceeding North are forced into a single line in order to cross the Bridge where, meeting the southbound traffic on the narrow highway deck, drivers will not proceed faster than 10 miles per hour although sometimes widely separated as stated.

The rate of travel was ten miles an hour or less at a distance of eight miles from the South end of the bridge and it is certain that some delay was caused by the converging streams of traffic both at Fry's Corner and Scott Road.

There does not seem to have been any avoidable delay other than that caused by the above road junctions and the natural obstruction of the Bridge itself, aggravated by Bridge openings and the convergence of the stream of traffic onto Columbia Street from the Bridge approach where it met the City traffic. These same conditions will obtain as long as it is necessary to use the highway deck of this Bridge.

30/11/36
August 18, 1936

Deputy Minister and
Chief Engineer of Railways,
Buildings.

Dear Sir:-

I understand that Mr. A. E. Butler occupies part of Oliver Park Station, block "M", New Westminster with a confectionery and magazine stand under permit from your Department.

The convenient construction of the works connected with the New Westminster Bridge requires the removal of this stand and I should appreciate it, therefore, if notice could be given to Mr. Butler to vacate the premises.

Yours truly,

A. DIXON

II-4

file

1936
August 17th

3077

Mr. A. E. Butler.

s22

Dear Sir,

I beg to advise you that the agreement dated April 23rd. 1934, granting you permission to use part of Oliver Park Station, block "M", New Westminster, as a confectionery and magazine stand, will terminate one month from this date, in accordance with the terms thereof, and you are hereby given notice to vacate said premises not later than September 17th. 1936.

Yours truly,

G. P. HAPIER.

Deputy Minister and
Chief Engineer of Railways.

C

Copy to: The Chief Engineer,
Public Works Dept.

FRASER RIVER BRIDGE.

Highway Traffic.

1936.

July 1st. to 7th.

3077

July	Domestic	Foreign	Light Trucks	Heavy Trucks	Buses.
1st.	8165	500	300	250	87
2nd.	5166	572	613	843	93
3rd.	3810	905	457	773	73
4th.	4721	2566	399	538	75
5th.	6959	1707	255	172	79
6th.	5014	850	425	779	115
7th.	4139	772	510	658	83
Totals	<u>37974</u>	<u>7872</u>	<u>2959</u>	<u>4013</u>	<u>605</u>

Grand total 53423

CANADA



CARD



Mr. A. Dixon
Dept. of Public Works
Victoria

G.C.

Science and Industry Division

VANCOUVER PUBLIC LIBRARY

Vancouver, B C.



THE LIBRARY ACKNOWLEDGES WITH THANKS

"Regulations governing vehicular
traffic over Fraser River bridge".

Rec'd

27 1936

E. S. ROBINSON,
LIBRARIAN

July 24, 1936.

"Regulations Governing Vehicular
Traffic Over Fraser River Bridge
at New Westminster (8th day of
June 1936)"

In response to your request dated July 18,
I enclose herewith copy of the above noted
publication.

Yours obediently,

A. DIXON

Chief Engineer.

Miss L. D. Barton,
Librarian,
Vancouver Public Library,
Science and Industry Division,
Vancouver, B. C.

RAH/EV
Enc.

CANADA



CARD



Dept. of Public Works

Victoria

B.C.

Vancouver Public Library
Science and Industry Division

RECEIVED
JUL 22 1936
Vancouver, B.C.

RECEIVED
JUL 16 1936
VICTORIA, B.C.
PUBLIC WORKS DEPT.

we have not received the

publication "Regulations governing
vehicular traffic over & near River bridges
at New Westminster (8th day of June 1936)"
Will you be kind enough to send me
a copy?

Yours very truly,
J. A. E.

3077
July 8, 1936.

Mr. W. Taylor,
Secretary-Treasurer,
Amalgamated Building Workers' of Canada,
3030 Miller Avenue, West Burnaby,
New Westminster, B.C.

Dear Sir,

This will acknowledge your letter of July
2nd, and as this bridge comes under the Department
of Railways, your letter was handed to that Depart-
ment for reply. No doubt by this time you have
heard from them.

Yours faithfully,

Minister.

Amalgamated Building Workers' of Canada

Head Office: 3 CUMBERLAND ST.

TORONTO

Building Workers Unit of New Westminster

July 2nd 1936



Hon. J. MacPherson
Minister of Public Works

Dear Sir

Railways

On or about the 4th of June, I wrote your Department, in connection with wages at present paid to Pavement men who are working on the Old Bridge at New Westminster. To date there has been no reply, and on punctuality has always been one of the outstanding features of the Public Works Department. I have wondered whether that communication ever reached you. I should be greatly obliged if you would correct me on that point.

Yours very sincerely

W. Taylor.

Sec. Treas.

3030 Miller Ave. West- Burnaby
New Westminster - B.C.

Letters evidently have crossed.
Answered by Railway Dept.

4th July 1936

R. J. Stewart, Esq.,
Traffic Superintendent,
Court-House,
Vancouver, B.C..

3077

Regulations Governing Vehicular Traffic
over Fraser River Bridge at New Westminster.

Herewith, for your
information, are two copies
of the above Regulations, as
revised 8th June, 1936.

A. DIXON

RC:EL

encl:

File 3077
PVM-1108

Department of Public Works,
Parliament Buildings,
Victoria, B. C., July 2, 1936.

CIRCULAR LETTER:

TO ALL DISTRICT ENGINEERS

Regulations Governing Vehicular Traffic Over the
Fraser River Bridge at New Westminster

I enclose copies of above Regulations revised
8th June 1936 for distribution to your Assistants.

A. DIXON

Encl.

Chief Engineer.

REGULATIONS GOVERNING VEHICULAR TRAFFIC OVER THE FRASER RIVER BRIDGE AT NEW WESTMINSTER

(Made the 8th day of June, 1936, pursuant to Part IV. of the "Highway Act.")

1. These regulations shall govern all vehicular traffic over the bridge owned by the Province of British Columbia crossing the Fraser River at New Westminster, in the said Province, known as the Fraser River Bridge.

2. *Speed of Vehicles.*—No vehicle shall, when crossing the said bridge, be driven or operated at a rate of speed in excess of 15 miles per hour.

3. *Weights of Vehicles and Distribution of Loads.*—The maximum gross weight and the maximum weight on any axle of any vehicle and the maximum weight that may be carried on any unit of a combination of motor-vehicle and trailer, when such vehicle or combination is driven or operated across the said bridge, shall not exceed the following percentages of the "Maximum Gross Weight" prescribed by Tables III, IV, and V, and Diagrams Nos. 1 to 9, inclusive, of the schedule to the regulations made pursuant to section 34 of the "Highway Act" by Order in Council No. 759, approved on the 11th day of June, 1935, and as subsequently amended to date May 15th, 1936, according to the class of vehicle, as denoted by said diagrams and according to the total wheel-base and the number of wheels and type of tires of the vehicle:—

	VEHICLES EQUIPPED WITH		
	Balloon Tires.	High-pressure Tires.	Solid Tires.
Table III. and Diagram No. 1	100%	100%	75%
Table IV. and Diagram No. 2	90%	90%	75%
Table V. and Diagrams Nos. 3 to 9, inclusive.	80%	80%	60%

Provided that every such vehicle or combination having a gross weight in excess of 9½ tons (19,000 lbs.) shall, when crossing said bridge, be so operated or driven that there is maintained a clear distance of not less than 30 feet between the said vehicle or combination and any other truck or bus in the same lane of traffic:

Provided further that upon obtaining therefor a permit in writing from the Minister of Public Works, approved by the Minister of Railways, and subject to such limitations and conditions as are stated in the permit, a vehicle having a gross weight, or weight on any axle, or a weight carried thereon, in excess of the respective maximum weights hereinbefore prescribed may be driven or operated across the said bridge.

4. *Further Restrictions as to Use of Bridge.*—Subject to the other provisions of these regulations, the use of the said bridge is hereby restricted to vehicles that conform in all respects to the provisions of Regulations 2 and 3 of said regulations made pursuant to section 34 of the "Highway Act" as amended to date May 15th, 1936, and to

vehicles that conform to the provisions of Tables II, and VI, referred to in said Regulation 2 which apply in respect of summer period.

5. *Parking.*—No person shall park or leave standing any vehicle on the said bridge for any cause whatever, whether the vehicle is attended or otherwise.

6. *Vehicles and Loads which exceed 6 Feet 6 Inches in Width.*—The driving and operation of motor-vehicles and horse-drawn vehicles which, with the loads thereon, exceed 6 feet 6 inches in width shall be in accordance with the following rules, and drivers and operators of such vehicles shall be governed accordingly:—

- Signal-booths are installed at each end of the bridge equipped with signals for the purpose of indicating whether the bridge is clear of vehicles of the above width or not:
- The signal-booth at north end of bridge is situated 90 feet west of north end of bridge:
- The signal-booth at south end of bridge is situated 70 feet south of overhead railway trestle at south end of bridge:
- The operator or driver of every motor-vehicle and every horse-drawn vehicle in excess of the above-mentioned width wishing to cross the bridge shall stop at one of the above signal-booths and ascertain the position of signal; if the signal is in a vertical position the operator or driver shall turn the switch, which will put all signals to horizontal or stop position; and the operator or driver may then proceed across bridge, stopping at signal-booth at opposite end of bridge, where he will put signals to a vertical or clear position:
- Should the operator or driver on approaching bridge and entering signal-booth find signal at horizontal or stop position, he will wait until the signal indicates clear, or until a verbal clearance has been received from the operator or driver coming from opposite direction:
- In the event of the operator or driver having put signals to stop position and having crossed bridge and finding a vehicle waiting for a clear signal, it will not be necessary for him to put signals to clear position; he will verbally transfer his clearance to the waiting operator or driver, who will then proceed, taking care to observe the procedure indicated above at the farther end:
- All signals go to stop position when swing-span is opened. In the event of swing-span having been opened and then closed, the operator or driver who may be waiting at south end of bridge will wait two minutes after signal has gone to clear position before putting signals to stop position:

REGULATIONS GOVERNING VEHICULAR TRAFFIC OVER THE FRASER RIVER BRIDGE AT NEW WESTMINSTER

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2. *Speed of Vehicles.*—No vehicle shall, when crossing the said bridge, be driven or operated at a rate of speed in excess of 15 miles per hour.

3. *Weights of Vehicles and Distribution of Loads.*—The maximum gross weight and the maximum weight on any axle of any vehicle and the maximum weight that may be carried on any unit of a combination of motor-vehicle and trailer, when such vehicle or combination is driven or operated across the said bridge, shall not exceed the following percentages of the "Maximum Gross Weight" prescribed by Tables III., IV., and V. and Diagrams Nos. 1 to 9, inclusive, of the schedule to the regulations made pursuant to section 34 of the "Highway Act" by Order in Council No. 759, approved on the 11th day of June, 1935, and as subsequently amended to date May 15th, 1936, according to the class of vehicle, as denoted by said diagrams and according to the total wheel-base and the number of wheels and type of tires of the vehicle:—

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Table IV. and Diagram No. 2	90%	90%	75%
Table V. and Diagrams Nos. 3 to 9, inclusive.....	80%	80%	60%

Provided that every such vehicle or combination having a gross weight in excess of 9½ tons (19,000 lbs.) shall, when crossing said bridge, be so operated or driven that there is maintained a clear distance of not less than 30 feet between the said vehicle or combination and any other truck or bus in the same lane of traffic:

Provided further that upon obtaining therefor a permit in writing from the Minister of Public Works, approved by the Minister of Railways, and subject to such limitations and conditions as are stated in the permit, a vehicle having a gross weight, or weight on any axle, or a weight carried thereon, in excess of the respective maximum weights hereinbefore prescribed may be driven or operated across the said bridge.

4. *Further Restrictions as to Use of Bridge.*—Subject to the other provisions of these regulations, the use of the said bridge is hereby restricted to vehicles that conform in all respects to the provisions of Regulations 2 and 3 of said regulations made pursuant to section 34 of the "Highway Act" as amended to date May 15th, 1936, and to

vehicles that conform to the provisions of Tables II. and VI. referred to in said Regulation 2 which apply in respect of summer period.

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- (b.) The signal-booth at north end of bridge is situated 90 feet west of north end of bridge:
- (c.) The signal-booth at south end of bridge is situated 70 feet south of overhead railway trestle at south end of bridge:
- (d.) The operator or driver of every motor-vehicle and every horse-drawn vehicle in excess of the above-mentioned width wishing to cross the bridge shall stop at one of the above signal-booths and ascertain the position of signal; if the signal is in a vertical position the operator or driver shall turn the switch, which will put all signals to horizontal or stop position; and the operator or driver may then proceed across bridge, stopping at signal-booth at opposite end of bridge, where he will put signals to a vertical or clear position:
- (e.) Should the operator or driver on approaching bridge and entering signal-booth find signal at horizontal or stop position, he will wait until the signal indicates clear, or until a verbal clearance has been received from the operator or driver coming from opposite direction:
- (f.) In the event of the operator or driver having put signals to stop position and having crossed bridge and finding a vehicle waiting for a clear signal, it will not be necessary for him to put signals to clear position; he will verbally transfer his clearance to the waiting operator or driver, who will then proceed, taking care to observe the procedure indicated above at the farther end:
- (g.) All signals go to stop position when swing-span is opened. In the event of swing-span having been opened and then closed, the operator or driver who may be waiting at south end of bridge will wait two minutes after signal has gone to clear position before putting signals to stop position:

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Provided further that upon obtaining therefor a permit in writing from the Minister of Public Works, approved by the Minister of Railways, and subject to such limitations and conditions as are stated in the permit, a vehicle having a gross weight, or weight on any axle, or a weight carried thereon, in excess of the respective maximum weights hereinbefore prescribed may be driven or operated across the said bridge.

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- (d.) The operator or driver of every motor-vehicle and every horse-drawn vehicle in excess of the above-mentioned width wishing to cross the bridge shall stop at one of the above signal-booths and ascertain the position of signal; if the signal is in a vertical position the operator or driver shall turn the switch, which will put all signals to horizontal or stop position; and the operator or driver may then proceed across bridge, stopping at signal-booth at opposite end of bridge, where he will put signals to a vertical or clear position:
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4th July 1936

W.P. Beavan, Esq.,
Surfacing Engineer,
Nanaimo, B. C..

3077

Regulations Governing Vehicular Traffic
over the Fraser River Bridge at New
Westminster.

Herewith, for your information,
are two copies of the above Regulations,
as revised 8th June, 1936.

A. DIXON

RC:EL

encl:

File 3077
PWM-1108

Department of Public Works,
Parliament Buildings,
Victoria, B. C., July 2, 1936.

CIRCULAR LETTER:

TO ALL DISTRICT ENGINEERS

Regulations Governing Vehicular Traffic Over the
Fraser River Bridge at New Westminster

I enclose copies of above Regulations revised
8th June 1936 for distribution to your Assistants.

Encl.

A. DIXON
Chief Engineer.

REGULATIONS GOVERNING VEHICULAR TRAFFIC OVER THE FRASER RIVER BRIDGE AT NEW WESTMINSTER

(Made the 8th day of June, 1936, pursuant to Part IV. of the "Highway Act.")

1. These regulations shall govern all vehicular traffic over the bridge owned by the Province of British Columbia crossing the Fraser River at New Westminster, in the said Province, known as the Fraser River Bridge.

2. *Speed of Vehicles.*—No vehicle shall, when crossing the said bridge, be driven or operated at a rate of speed in excess of 15 miles per hour.

3. *Weights of Vehicles and Distribution of Loads.*—The maximum gross weight and the maximum weight on any axle of any vehicle and the maximum weight that may be carried on any unit of a combination of motor-vehicle and trailer, when such vehicle or combination is driven or operated across the said bridge, shall not exceed the following percentages of the "Maximum Gross Weight" prescribed by Tables III., IV., and V. and Diagrams Nos. 1 to 9, inclusive, of the schedule to the regulations made pursuant to section 34 of the "Highway Act" by Order in Council No. 759, approved on the 11th day of June, 1935, and as subsequently amended to date May 15th, 1936, according to the class of vehicle, as denoted by said diagrams and according to the total wheel-base and the number of wheels and type of tires of the vehicle:—

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Table IV. and Diagram No. 2	90%	90%	75%
Table V. and Diagrams Nos. 3 to 9, inclusive.....	80%	80%	60%

Provided that every such vehicle or combination having a gross weight in excess of $9\frac{1}{2}$ tons (19,000 lbs.) shall, when crossing said bridge, be so operated or driven that there is maintained a clear distance of not less than 30 feet between the said vehicle or combination and any other truck or bus in the same lane of traffic:

Provided further that upon obtaining therefor a permit in writing from the Minister of Public Works, approved by the Minister of Railways, and subject to such limitations and conditions as are stated in the permit, a vehicle having a gross weight, or weight on any axle, or a weight carried thereon, in excess of the respective maximum weights hereinbefore prescribed may be driven or operated across the said bridge.

4. *Further Restrictions as to Use of Bridge.*—Subject to the other provisions of these regulations, the use of the said bridge is hereby restricted to vehicles that conform in all respects to the provisions of Regulations 2 and 3 of said regulations made pursuant to section 34 of the "Highway Act" as amended to date May 15th, 1936, and to

vehicles that conform to the provisions of Tables II. and VI. referred to in said Regulation 2 which apply in respect of summer period.

5. *Parking.*—No person shall park or leave standing any vehicle on the said bridge for any cause whatever, whether the vehicle is attended or otherwise.

6. *Vehicles and Loads which exceed 6 Feet 6 Inches in Width.*—The driving and operation of motor-vehicles and horse-drawn vehicles which, with the loads thereon, exceed 6 feet 6 inches in width shall be in accordance with the following rules, and drivers and operators of such vehicles shall be governed accordingly:—

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(Made the 8th day of June, 1936, pursuant to Part IV. of the "Highway Act.")

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2. *Speed of Vehicles.*—No vehicle shall, when crossing the said bridge, be driven or operated at a rate of speed in excess of 15 miles per hour.

3. *Weights of Vehicles and Distribution of Loads.*—The maximum gross weight and the maximum weight on any axle of any vehicle and the maximum weight that may be carried on any unit of a combination of motor-vehicle and trailer, when such vehicle or combination is driven or operated across the said bridge, shall not exceed the following percentages of the "Maximum Gross Weight" prescribed by Tables III., IV., and V. and Diagrams Nos. 1 to 9, inclusive, of the schedule to the regulations made pursuant to section 34 of the "Highway Act" by Order in Council No. 759, approved on the 11th day of June, 1935, and as subsequently amended to date May 15th, 1936, according to the class of vehicle, as denoted by said diagrams and according to the total wheel-base and the number of wheels and type of tires of the vehicle:—

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vehicles that conform to the provisions of Tables II. and VI. referred to in said Regulation 2 which apply in respect of summer period.

5. *Parking.*—No person shall park or leave standing any vehicle on the said bridge for any cause whatever, whether the vehicle is attended or otherwise.

6. *Vehicles and Loads which exceed 6 Feet 6 inches in Width.*—The driving and operation of motor-vehicles and horse-drawn vehicles which, with the loads thereon, exceed 6 feet 6 inches in width shall be in accordance with the following rules, and drivers and operators of such vehicles shall be governed accordingly:—

- (a.) Signal-booths are installed at each end of the bridge equipped with signals for the purpose of indicating whether the bridge is clear of vehicles of the above width or not:
- (b.) The signal-booth at north end of bridge is situated 90 feet west of north end of bridge:
- (c.) The signal-booth at south end of bridge is situated 70 feet south of overhead railway trestle at south end of bridge:
- (d.) The operator or driver of every motor-vehicle and every horse-drawn vehicle in excess of the above-mentioned width wishing to cross the bridge shall stop at one of the above signal-booths and ascertain the position of signal; if the signal is in a vertical position the operator or driver shall turn the switch, which will put all signals to horizontal or stop position; and the operator or driver may then proceed across bridge, stopping at signal-booth at opposite end of bridge, where he will put signals to a vertical or clear position:
- (e.) Should the operator or driver on approaching bridge and entering signal-booth find signal at horizontal or stop position, he will wait until the signal indicates clear, or until a verbal clearance has been received from the operator or driver coming from opposite direction:
- (f.) In the event of the operator or driver having put signals to stop position and having crossed bridge and finding a vehicle waiting for a clear signal, it will not be necessary for him to put signals to clear position; he will verbally transfer his clearance to the waiting operator or driver, who will then proceed, taking care to observe the procedure indicated above at the farther end:
- (g.) All signals go to stop position when swing-span is opened. In the event of swing-span having been opened and then closed, the operator or driver who may be waiting at south end of bridge will wait two minutes after signal has gone to clear position before putting signals to stop position:

File 3077

June 20th,
1936.

New Westminster District.
Fraser River Br.

MEMORANDUM: Deputy Minister Railways.

I herewith enclose for your information, copy of letter from the Commissioner B. C. Police, dated the 15th instant.

A. DIXON.

Chief Engineer.

GPN:NP

Encl:

Address all communications to:
THE COMMISSIONER
British Columbia Provincial Police
(Motor-vehicle Branch)
Victoria, B.C.



3077
In reply quote File No.

Your File No.

MOTOR-VEHICLE BRANCH
VICTORIA

SUBJECT:

New Westminster District
Fraser River Bridge.

June 15th, 1936.

The Chief Engineer,
Dept. of Public Works,
Parliament Buildings,
Victoria, B. C.

Sir:-

In reply to your memorandum of the 30th ult.
in connection with the article appearing in the
"Sun" newspaper relative to the congestion which
occurred at the New Westminster Bridge over the
holiday last month, I enclose for your information
duplicate copy of report dated the 8th instant sub-
mitted in this connection by Sergt. Mansell of New
Westminster, which is self-explanatory.

Yours truly,

J. H. McMullin
J. H. McMullin,
Commr. B. C. Police.

GAH:DR
Encl.

ASSISTANT CHIEF ENGINEER

JUN 18 1936

PUBLIC WORKS DEPT.
VICTORIA, B. C.

447675

A. C. E.

"E".

DISTRICT: New Westminster.

DÉTACHMENT: New Westminster.



FILE No.

DATE: 8/6/36.

PR or PCR.

- R E P O R T -

re

"TRAFFIC" - New Westminster Bridge.

I have your footnote of the 2nd instant to letter from the Commissioner in the above connection.

I interviewed Mr. T.S. Gifford, the Superintendent of the Fraser River bridge, and I am informed that he has provided the Department of Public Works, Victoria, with a full report herein.

The suggestion of the Sun newspaper that lack of Police foresight was responsible for the slow movement of the traffic under the circumstances appears hardly fair comment. Surrey Municipal Police were on duty at the South approach to the bridge, at which point in addition to the heavy travel along the Trans-Provincial Highway traffic along the Scott road from the Summer resorts of Crescent Beach and Boundary Bay converged. At the North approach to the bridge which leads directly off Columbia Street, the main thoroughfare in the City of New Westminster, the municipal police of New Westminster were faced with a line of vehicles on their way up the North side of the river that had to pass through the heavy line of traffic coming over the bridge from the South and onto Columbia Street.

Respectfully submitted.

The Officer Commanding.
"E" Division.
Vancouver.

H.H. Mansell, Sergt.
i/c New Westminster Dist.





FILE No.

DATE:

DETACHMENT:



REPORT.

PR or PCR.

RE: "TRAFFIC" New Westminster Bridge.

The Commissioner,
Motor Branch,
Victoria, B.C.

FORWARDED. Reference your letter of June 1st. The area in which the Traffic jam occurred comes within the jurisdiction of the Surrey Municipal Police and the New Westminster City police. You will note that Superintendent Gifford has forwarded a report to the Public Works Department, Victoria.


F. Cruikshank, Inspector,
O.C. "E".D.

9-6-36.

ORS. REF.

DIV'L REF.

DIST. REF.

DET. REF.

A.C.E.

File 3077

June 12th,
1936.

New Westminster, District
Fraser River Bridge.

MEMORANDUM: Deputy Minister and
Chief Engineer, Railways.

I herewith enclose for your
information, copy of letter from District
Engineer Anderson in connection with the
above.

A. DIXON.

Chief Engineer.

GPN:NP

Encl:

DEPARTMENT OF PUBLIC WORKS

3077

FROM H. C. Anderson, District Engineer, New Westminster, B.C.	TO Chief Engineer, Victoria, B. C.	DATE June 5th, 1936. ELECTORAL DISTRICT New Westminster OUR FILE 23-40-1 YOUR FILE 3077
SUBJECT Fraser River Bridge		REFERENCE May 30, 1936. YOUR LETTER

ASSISTANT CHIEF ENGINEER

JUN 9 1936

PUBLIC WORKS DEPT.
VICTORIA, B. C.

Replying to your letter of the 30th ultimo re the above, I am advised that the Bridge Superintendent had three extra men on the bridge during the holiday period in an effort to speed up the traffic. The public, however, refused to travel faster than 8 to 10 miles per hour on the bridge and about the only result the men got from their endeavours to get the people to travel faster was a shower of abuse.

The only difficulty that appears to me with regard to handling the traffic over the bridge is the fact that the traffic is handled by three different authorities at this point. On the south side the Surrey Police control the traffic, the bridge authorities looking after the traffic passing over the bridge and the City authorities having control of the traffic on the approaches on the New Westminster side.

Traffic might possibly be speeded up by the use of traffic officers at the intersection of the bridge approaches and Columbia Street.

However, I, personally, took a check of the traffic over the bridge between 7:30 and 8 o'clock on Monday evening, the 25th ultimo, and there was no interruption of traffic over the bridge. Traffic at that time was passing at the rate of 1018 cars per hour. I again checked the traffic at 10 p.m. and traffic at that time was passing over at the rate of 1230 cars per hour.

446832

A. C. E.

DEPARTMENT OF PUBLIC WORKS

FROM	TO	DATE June 5th, 1936. ELECTORAL DISTRICT OUR FILE YOUR FILE
SUBJECT Fraser River Bridge		REFERENCE YOUR LETTER

- 2 -

With a possible exception of having traffic officers at Columbia Street, as suggested above, I cannot see that anything was left undone by the authorities to see that traffic rode smoothly over the bridge.

Regardless of what the authorities may try to do, they cannot overcome the nervousness of the travelling public in crossing over this bridge when traffic is heavy, all motorists taking the same attitude - who will pay the damages in the event of an accident occurring, due to our speeding up on the bridge by direction of the bridge authorities?

HCA:B

H. C. *Anderson* ANDERSON.

May 30th, 1936.

W.F. McClintock, Esq.,
Administrator,
Highway Traffic Branch,
Court House,
Vancouver, B.C.

N. West.

3077

Fraser River Bridge.

The Department of Railways is informed by the Minister that an article in the "Sun" newspaper expresses opinion that much of the congestion which occurred at the New Westminster Bridge over the holiday could have been obviated by better handling.

Will you kindly make enquiry with respect to this and let me have a detailed report as to what occurred.

A. DIXON.

GPN:NP

File 3077

May 30th,
1936.

New Westminster District
Fraser River Bridge.

MEMORANDUM: Commissioner, B.C. Police.

The Department of Railways is informed by the Minister that an article in the "Sun" newspaper expresses opinion that much of the congestion which occurred at the New Westminster Bridge over the holiday could have been obviated by better handling.

I shall appreciate a note of any information you can give me with regard to this.

A. DIXON.

Chief Engineer.

GPN:NP

May 30th, 1936.

H.C.Anderson, Esq.,
District Engineer,
Court House,
New Westminster, B.C.

N.West.
3077

Fraser River Bridge

The Department of Railways is informed by the Minister that an article in the "Sun" newspaper expresses opinion that much of the congestion which occurred at the New Westminster Bridge over the holiday could have been obviated by better handling.

Will you kindly make enquiry with respect to this and let me have a detailed report as to what occurred.

A. DIXON.

GPN:NP

April 7th, 1936.

R. J. Stewart, Esq.,
Traffic Superintendent,
Court House,
Vancouver, B. C.

3077

New Westminster Bridge
Checking Motor Vehicles

I enclose herewith copy of
letter from the Commissioner of
B. C. Police, dated March 31st,
which I would ask you to kindly
pass on to the men concerned.

AD:AW
Encls:1

Address all communications to:
THE COMMISSIONER
British Columbia Provincial Police
(Motor-vehicle Branch)
Victoria, B.C.



3077

In reply quote File No.

MOTOR-VEHICLE BRANCH
VICTORIA

Your File No.

SUBJECT:

New Westminster Bridge
Attendants.



March 31st, 1936.

The Chief Engineer,
Dept. of Public Works,
Parliament Buildings,
Victoria, B. C.

ASSISTANT CHIEF ENGINEER

APR 7 1936

PUBLIC WORKS DEPT.
VICTORIA, B. C.

Sir:-

I wish to express to you the appreciation of myself and this Department for the excellent cooperation which is being afforded this Department by your men at the New Westminster Bridge in connection with the checking of motor-vehicles, and would be pleased if you would convey my appreciation to these men for the work they are doing.

Yours truly,

J. H. McMullin
J.H. McMullin,
Commr. B. C. Police.

GAH:DR

442505

C.E.

December 11, 1935.

District Engineer,

New Westminster, B.C.

3077

Account
Great Northern Railway Company

I enclose copy of letter received
from the Great Northern Railway Company
which is self-explanatory. Kindly give
this your immediate attention.

A. DIXON

HBR/MM
Encl.

GREAT NORTHERN RAILWAY COMPANY

ACCOUNTING DEPARTMENT

3017

H. J. STURNER, AUDITOR DISBURSEMENTS.
 C. F. BARTELHEIM, AUDITOR FREIGHT RECEIPTS.
 L. A. MALMGREN, AUDITOR PASSENGER RECEIPTS.
 L. R. SMITH, AUDITOR STATION ACCOUNTS.

G. H. HESS, JR., COMPTROLLER.
 J. A. SANDBERG, DEPUTY COMPTROLLER.
 V. P. TURNBURKE, GENERAL AUDITOR.
 C. W. TILTON, ASST. GENERAL AUDITOR.
 V. N. WAHLBERG, ASST. GENERAL AUDITOR.
 J. C. SEIBERLICH, ASST. GENERAL AUDITOR.
 H. K. DOUGAN, ASST. GENERAL AUDITOR.

J. H. KAUFMANN, AUDITOR INSURANCE BUREAU.
 F. G. SPRAIN, AUDITOR OVERCHARGE CLAIMS.
 R. L. KNEBEL, AUDITOR CAR RECORDS.
 A. R. SIMON, JOINT FACILITY ACCOUNTANT.
 R. A. NICHOLS, ACCOUNTANT (SEATTLE, WASH.)



ST. PAUL, MINN. December 2, 1935

IN YOUR REPLY, PLEASE REFER TO

File VPB-P-B

Province of British Columbia
 Victoria, B. C.

Gentlemen:

We have not received payment of our bill No. 7-35-1216, amount \$171.66, covering expense in connection with the maintenance of Government Tracks on Bridge at New Westminster, B. C., during the month of May 1935.

Please see that remittance is made to our Treasurer without further delay.

Yours truly,

VPB-14

435572

C. A.

Dec. 3rd, 1935.

The Administrator,
Highway Traffic Br.,
Court House,
Vancouver, B.C.

3077

Chief Engineer.

Re: Weights of Vehicles Crossing
New Westminster Bridge.

I am enclosing herewith
copy of letter dated November
28th which was forwarded by
the Deputy Minister & Chief
Engineer of Railways to the
Traffic Superintendent, Fraser
River Bridge, for your informa-
tion.

A. DIXON

ICB:MIB

30/11 /
November 28th,
1935.

Mr. T. Gifford,
Bridge Superintendent,
Fraser River Bridge,
New Westminster, B.C.

Dear Mr. Gifford:-

This is to confirm my telephonic message
to you of this evening.

You will henceforth prosecute every vehicle
of excess weight crossing the bridge having regard to the
strength of the bridge. Vehicles in excess of the winter
loading as provided in the regulations under the Highway
Act or alternatively as set forth in their conditions of
licence will where they have already received two or more
notices be served with a final notice and on a repetition
of the offence will be prosecuted.

First offenders who have received no notice
heretofore will receive a final notice on a repetition of the
offence and will be prosecuted.

Yours very truly,

J. P. Chapin

Deputy Minister and
Chief Engineer of Railways.

GPN:NP
17

BE

August 15th,
1935.

COMPARISON OF TRAFFIC
1934-1935.

1st Week in July in Each Case.

-++++-

	Total Autos (incl. Buses)	Total Trucks	Total Autos & Trucks	Trucks % of Total	Foreign Autos % of Total Autos.	
Week 1934	40,862	7,117	47,979	14.8	10%	Est'd.
Week 1935	39,528	7,446	46,982	15.9	13%	Actual
Plus or -	-3.25%	+4.6%	-2.1%			

Est. Year's Traffic.						
1934	995,120	289,330	1,271,910	21.7	10%	Est'd.
1935	951,980	306,260	1,258,240	24.3	11.8%	Actual on est. total.
Plus or -	-4.4%	+5.9%	-1.3%	+2.6		

Total Buses for Week 1934 ... 505
1935 ... 734

DEPARTMENT OF PUBLIC WORKS.

WEEKLY TRAFFIC CENSUS.

WEEK ENDING July 7th, 1935

		WEATHER-DAYS OF WEEK.								
		JULY								
A.M.		1	2	3	4	5	6	7	TOTAL.	DAILY AVERAGE.
P.M.		M.	T.	W	Th.	F.	Sat.	Sun.		
B.C. automobiles	-	9412	4499	3978	2649	3198	4454	5475	33665	4809
Foreign automobiles		380	429	766	1433	794	724	611	6137	724
<i>B.C. + Foreign</i>	-	(9792)	(4928)	(4744)	(4082)	(3992)	(5178)	(6086)		
Trucks up to 1½ tons		315	463	649	395	418	443	213	2896	414
Trucks over 1½ tons		315	877	904	848	716	634	182	4476	639
Horse-vehicles	- -	not taken								
Motor-cycles	- - -			24	31	50	46	45	196	39
<i>Buses-12 pass. & under</i>		18	50	41	36	41	40	22	248	35
<i>" -over 12 pass.</i>		75	94	96	51	56	61	53	486	70
<i>Heavy Trucks with Trailers</i>		3	23	14	14	11	6	3	74	11
TOTALS		10518	6435	6472	5457	5284	6408	6604	47178	6739

Station No. _____

FRASER RIVER BRIDGE, NEW WESTMINSTER, B.C.

Road _____

Survey point Centre of Bridge.Condition of road No hourly detail on July 1st and 2nd.

Remarks : _____



THE GOVERNMENT OF
THE PROVINCE OF BRITISH COLUMBIA

Department of Railways
VICTORIA, B.C.



March 8th,
1935.

MEMORANDUM: Mr. G. M. Duncan,
Designing Engineer, P.W.D.

I herewith enclose copy of
letter from Mr. T. Gifford, Bridge Superin-
tendent, Fraser River Bridge, dated the 5th
instant.

With the information on Permit
#80 it should be possible to determine whether
or not this loading was excessive.

I shall appreciate your advising
me.

Not excessive
G.P. Chapier
G.M.D.
Deputy Minister and
Chief Engineer of Railways.

GPN:NP
Encl:

These people applying for
P.V. license 5th File 5602-35
417029 *for which has been OK'd*
for N.W. Bridge **B.E.**

March 5th, 1935.

Fraser River Bridge,
New Westminster, B.C.

Department of Railways.

G.P.Napier, Esq.,
Deputy Minister and Chief Engineer of Railways,
Victoria, B.C.

Dear Sir:

I beg to acknowledge receipt of your letter of the 4th re special permit granted Country Freight to operate a truck for one trip only across the Fraser River Bridge. Said truck to be carrying a tractor.

In reply wish to say that I had the greatest difficulty in getting any satisfaction out of the Manager of the above Company. He told me that it might be eleven o'clock before the truck would arrive at the bridge but it actually arrived at six p.m. Instead of having the White truck he had a semi-trailer, B.C. 88-896,34, permit No. 80, with gross weight of 21,800 pounds. I had our traffic man stay at the bridge with instructions to wait until the truck showed up. I had borrowed the scales from Mr. Stewart for the purpose of weighing the truck before it crossed the bridge. On the truck being weighted the results were as follows:

R.F.	1250 lbs.	}	2950
L.F.	1700 "		
R.I.	4100 "	}	9600
L.I.	5500 "		
R.R.	3500 "	}	8700
L.R.	5200 "		
Total	21,250 "		

I understand that the Country Freight has made application for the extension of permit No.80. Will you please advise if this truck is to be allowed to carry on in the meantime or shall we shut down on him?

Yours obediently,

"T.Gifford"
Bridge Supt.

Attach to File 3077.

February 5th, 1935.

HISTORY OF THE SETTLEMENT AND TRAFFIC RECORDS,
LOWER FRASER VALLEY

The City Fathers of New Westminster and settlers on the south side of the Fraser River had been agitating for a highway bridge for a good many years and in 1901 the Dunsmuir Government authorized a loan of \$5000,000 for railway aid and public works, including a bridge over the Fraser River at New Westminster. Nothing came of this proposal as up to March 1902; owing to the unsettled state of the money market the loan was not offered. The Loan Bill of 1902 included \$1,000,000 for this bridge and the services of Mr. J.A. L. Weddell were obtained for the purpose of designing and carrying out construction.

The work was commenced in August 1902 and there was an official opening in July, 1904. The Bridge was opened for traffic in October, 1904. 4,000 tons of steel were used and the total cost of the bridge was \$1,018,382. Previous to construction of the bridge, traffic was transferred across the river via ferry. The Great Northern Railway terminal was situated on the south bank and passengers and freight were transferred in the same manner.

Ferries. One of the earliest ferry boats used in this connection was the "K.D.K." which was replaced in 1894 by a government ferry, the "Surrey", a larger boat equipped with powerful pumps for fire protection at the wharves. She made a trip every hour from about 8 A.M. to 7 P.M. and charged 35¢ for team and load; 25¢ empty; 25¢ for team and buggy and 10¢ for passengers.

Bridge Tolls. After the Bridge was completed, tolls were charged for highway traffic from the opening of the bridge until April 1st, 1910, when they were abolished by the McBride Government. Tolls were as follows:- 25¢ for loaded wagon and team; 15¢ empty; 15¢ team and buggy; 5¢ for pedestrians or animals. An average day's revenue for highway traffic was between \$20.00 and \$25.00 daily with 100 vehicles crossing the bridge and during the five years of operation the revenue averaged \$8,000.00 per year. In comparison with these figures and based upon the same rates of charges, the revenue today would be approximately \$365,000 yearly, with 5,000 vehicles crossing the bridge every day.

The Districts served by the Bridge were Surrey, Delta and Langley. Roads were mere wagon trails and often almost impassable. It would take a farmer three days to make the return trip, allowing for time to transact his business in New Westminster. Under modern traffic conditions this could be accomplished in a few hours.

By 1891 all the land in these sections was pretty well taken up by homesteaders and others. The Hudson's Bay Company founded Fort Langley in 1827 and established a 2,000 acre farm there and the earliest settlers arrived about 1858. In 1878 the Hudson Bay farm was subdivided and sold. The first settlers arrived at Chilliwack in 1862; Sumas Prairie 1862; Delta 1868. By the end of 1866, 4,860 acres of land had been taken up at Chilliwack and Sumas and in 1868 food supplies were being hauled to the gold mining camps on Williams Creek by ox team.

The only sections of settlement that were concerned with a bridge across the Fraser at New Westminster were Surrey, Langley and Delta. River steamers run up and down the Fraser River carrying passengers and freight and points outside a radius of 20 to 25 miles (taking into consideration the state of the roads) were better served by water so that only a comparatively small number of people were interested in its construction and their influence at Victoria probably did not carry much weight.

Railways Prior to the construction of the bridge, the C.P.R. alone controlled the railway situation on the Pacific Coast of British Columbia. As already stated, the Great Northern Railway terminated on the south bank of the river and passengers and freight had to be transferred by ferry. It appeared desirable to give the G.N.R. an opportunity to cross the Fraser River and establish a railway terminal at Vancouver. No doubt the Legislature were more inclined to vote the money needed for the bridge, believing that revenue derived from tolls from the G.N.R. passenger and freight traffic would develop to an extent that would go far to defray the cost of the bridge. An agreement was entered into between the Province and the Great Northern Railway on October 1st, 1904, whereby the Company agreed to pay for the use of the bridge \$15,000.00 per annum for the five years commencing January 1st, 1905, to December 31st, 1909, and \$20,000 per annum for twenty years commencing January 1st, 1910, and ending December 31st, 1929. The first G.N.R. train crossed the bridge on October 1st, 1904.

The B.C. Electric Railway made their first agreement with the Government for the use of the bridge on January 10th, 1907, and agreed to pay \$1,000. per annum during construction of the railway \$2,000. per annum for the first year's operation; \$3,000. each for the second and third year and \$4,000. each for the fourth and fifth years. The first B.C. Electric train to pass over the bridge in regular service was on July 1st, 1910.

The C.N. Pacific Railway entered into their first agreement with the Government on November 1st, 1915, and the rental was based on the unit car rental paid by the Great Northern Railway. Regular traffic commenced on the 24th of November, 1915.

The Northern Pacific Railway entered into its first agreement on September 18th, 1918, the terms of which were identically the same as the C.N.P. agreed. They commenced regular service on January 7th, 1928. Their trains discontinued operation on August 23rd, 1918, but the agreement revised generally January 1st, 1930, still continues.

Comparison of Railway Traffic Revenues

1904-1905 Revenue \$15,000. Traffic consisted of 2 passenger trains daily and a freight train every second day.

During the year 1928-29, (peak) the revenue was \$98,502.62, the traffic consisted of 45 passenger/ and freight trains daily.

The B.C. Electric Railway commencing operation in 1910 with fast passenger and freight service gave the south side of the valley considerable increase in population. This Company handled practically all of the passenger, express and freight traffic but as roads were improved and new ones built, together with the development of the automobile, about the year 1920 trucks, motor cars and buses began to seriously compete for the business offered until, today, local traffic on the B.C. railway is a thing of the past. The resultant increase in higher traffic in number, weight and speed of vehicles has caused a serious problem as far as the Fraser River Bridge is concerned. Originally constructed to handle horse-drawn traffic (which was not allowed to trot on the swing span) it has now come to the point where modern vehicles have to be strictly limited as to size, weight and speed in order to be able to use the highway deck with any measure of safety.

While the locomotives and rolling stock on the railways have increased somewhat their development in comparison with the to the tremendous development of the motor-car industry has been fairly static. The present bridge ~~span~~ can satisfactorily handle modern railway equipment for some years to come and should the highway deck be removed from the bridge would no doubt be capable of handling heavier railway loading.

Dyking The great drawback to the development at Chilliwack, Sumas and Matsqui was flooding during the annual freshet on the Fraser. In 1873 an Act was passed whereby Mr. ^{s22} in consideration of a grant of 6,000 acres, for the Matsqui Dyke and 45,000 acres for dyking the remainder and certain stipulated sums from the land owners, was to undertake the work and to complete same by July 1st, 1880. ^{s22} began reclamation of Matsqui but his dyke was destroyed by the freshet of 1880. Mr. Colin Sword then took over the Matsqui area and in September 1881 it was announced that the Matsqui Prairie had been successfully redeemed and the 6,000 acres ^{de} were granted to him but 1882 all his work was destroyed by unexpected floods. Matters remained in this state for many years. In 1892 the Sumas Reclamation Company was formed and work was prosecuted for a considerable period but ultimately abandoned. The high water of 1894 again brought the question to the fore and showed the necessity for a comprehensive system of dyking and during the Session 1894-95 the Government, under Mr. Davie, (Premier) guaranteed the interest at 4% for 20 years on bonds for dyking purposes. Dyking was undertaken by the Commissioners in the rural sections and the Chilliwack dyke was completed in 1903, costing \$200,000. The Matsqui Dyke was commenced in 1899 and the Sumas Reclamation in 1920. Land reclaimed under these schemes was in the neighbourhood of 60,000 acres, and naturally increased settlement to a great extent.

River Traffic Swing span openings to allow boats to pass now total 1600 yearly. Openings for large vessels have increased from about once yearly in 1904 to 213 at the present time. These increased openings, combined with the tremendous increase in highway traffic, which have very nearly doubled in the last ten years are causing delays to traffic which are assuming more serious proportions from year to year.

Markets New Westminster and Vancouver are the chief markets for produce grown in the Lower Fraser Valley. A certain amount, such as canned milk and canned fruit, is consumed outside of these two points.

80% of this produce is transported by commercial trucks across the Fraser River Bridge. (The New Westminster Market first started in 1890).

Fraser River Bridge. Re-inforcement.

The question of re-inforcing the bridge, which was originally designed for Cooper's "E40" loading, became a live issue in 1922 when the wheat traffic into Vancouver began to assume important proportions and the railways required the use of heavier locomotives.

In 1923 a very thorough examination of the structure was made which conclusively disclosed that the bridge members, in some cases, were being severely overstressed.

Re-inforcement work was commenced without delay and completed by the Dominion Bridge Company in 1924 at a cost of \$139,775.05.

The re-inforced structure was designed to carry a railway load of 6000# per lineal foot headed by two G.N.R. "04" class locomotives, weight of engine and tender being 508,900# and a highway load of two continuous lines of motor trucks weighing 18,600# each spaced 20 feet apart.

As a matter of safety, however, railway loading was restricted to the use of G.N.R. "05" class locomotives, engine and tender weight 446,420# and the highway loading to 8 tons gross load without restriction as to spacing.

In 1934 it was found necessary to carry out certain further re-inforcement of the highway deck in order to allow heavier loading which was urgently required. This allowed of trucks and buses with long wheel base to carry larger loads than heretofore but special permits were necessary and a very careful watch had to be kept on all highway traffic as to weight and speed. All carriers using the bridge being strictly limited in these respects.

Population Increase - Lower Fraser Valley.

1901.....	8,754
1911.....	16,919
1921.....	24,524
1931.....	32,054

B.C. Electric Dairy Trains - Showing to what extent the milk traffic has passed into the hands of the trucking companies

1917	2,047	cars	passing over the Fraser River Bridge.
1918	3,314	"	(Figures shown are for cars coming
1919	2,147	"	loaded and returning empty)
1920	2,116	"	
1921	2,419	"	
1922	2,195	"	
1923	2,120	"	
1924	2,138	"	
1925	1,781	"	
1926	1,877	"	
1927	1,510	"	
1928	1,667	"	
1929	1,632	"	
1930	2,695	"	
1931	1,242	"	
1932	1,039	"	
1933	805	"	

Highway Traffic passing over Bridge

1904-05	Approximately 100 vehicles daily through the year
1930	" 5000 " " (peak)
1930	Max. number in one day was 15,000 cars.

Railway Traffic passing over Bridge

1904-5	2 passenger trains and 1 freight every other day
1929 (peak)	45 passenger & freight trains daily.
1933	30 " " " "

Roads 1904 - dirt roads & trails.
1934 - all approach roads from Vancouver to boundaries of New Westminster are paved.

Scott Road, Yale Road, Ladner Trunk Road and McLellan Road paved. (Yale road paved to Rosedale except 10 mile portion to be paved next year.

C
O
P
Y

Attachment 2077.

September 19th,
1934.

MEMORANDUM: Honourable T. D. Pattullo,
Premier and Minister of Railways.

Proposed Reconstruction of
Fraser River Bridge, New Westminster

I herewith submit for your information, copy of joint report by Designing Engineer G.M.Duncan and Resident Engineer J.M.Stewart, in connection with the above.

I concur with the finding of this report, though it does not adequately stress the fact that the proposed reconstruction of the present Fraser River Bridge, even with a wider roadway will not materially improve conditions as highway traffic will still be subject to frequent and aggravating interruption as a consequence of the necessity to open the swing span for practically every vessel passing up and down the river. River navigation may reasonably be expected to grow rapidly in the next few years with a consequent ever-increasing interference of highway traffic. The final paragraph of the joint report succinctly states the case.

Deputy Minister and
Chief Engineer of Railways.

CPN:NP
Encl:

DEPARTMENT OF RAILWAYS
VICTORIA, B.C.

12th September, 1934.

MEMORANDUM: Deputy Minister and Chief Engineer of Railways.Proposed Reconstruction of
Fraser River Bridge, New Westminster.

As directed by your letter of the 27th August, we have examined the plan, as submitted by Mr. J.R. Grant, of proposed reconstruction of the existing bridge across the Fraser River, and beg to submit the following:-

Plan of Reconstruction. It is understood that the following procedure is proposed:- Construction may commence at both north and south ends of bridge without interference to present traffic. At the north end the permanent construction is independent of the present spread span though without detail plans it is not clear how Mr. Grant's design escapes fouling the existing lateral bracing and at the same time keeps the necessary clearance under the suspended span. It is noted that his panel points are clear and immediately in front of the present ones. Pier #1 will require extra width and a temporary support to the present highway deck will be necessary. At the south end from Pier #6 south it is proposed to carry the highway traffic on a temporary trestle during construction. This trestle, which would be on the downstream side of the bridge, would join the south approach at the reversed curve. The present highway deck would then be removed thus making it possible to drive the foundation piles, through the railway floor, for the extra piers. It is noted that Mr. Grant has changed his original design and substituted plate girders for trusses and increased the number of piers. This was no doubt done to avoid delay to railway traffic and relieve the existing piers of extra loading. It is understood that the bridge companies can erect this type with little or no delay to railway traffic. The north and south ends having been prepared the existing 380' fixed span will be removed and the new one floated in. The new span will have a temporary roadway at the existing highway level which will eventually be removed. It is estimated that the above operation will delay traffic 6 hours. Meanwhile it is proposed to prepare the pivot pier #5 for a centre bearing and float in a new swing span.

12th September, 1934.

This being the last operation the highway traffic will then be carried on the new highway level.

With regard to foundations, I attach hereto typewritten copy of an article by the Resident Engineer appearing in the Engineering News of 1905. The materials encountered during the construction of the piers are described and it will be noted also the amount of scour which took place, especially at Piers Nos. 6 to 11, where the cribs had practically no penetration except that given by the riprap.

From soundings taken this year, the profile of the river bed along the bridge axis shows no vital change at any of the piers. They show clearly that the riprap is still in place.

Advantages of Proposed Reconstruction. Mr. Grant estimates that the extra width of roadway will treble the capacity. This is based on the assumption that owing to the nature of the present approaches the existing bridge has only 75% efficiency, and that the addition of one lane increases the capacity 100%. The highway loading is of course greatly increased. The removal of the highway from the spread span will be an advantage, as some of the members are at present overstressed. The new pier also will relieve the spread span.

The north and south approaches are an improvement as shown on Mr. Grant's plan, especially the south approach, which being projected on a more direct route eliminates the reversed curve at the south end of steel. It might be asked why this was not done before but with timber construction and the height of the bents at the top of the approach it was considered necessary to brace laterally to the railway approach for stability purposes, it being originally very light construction. The north approach as shown on Mr. Grant's plan is not quite right as he shows the B.C. Electric tracks in the middle of the street whereas they are on the south side of Columbia Street which is only 66' wide on this portion. The tracks have to be on the south side to allow the street cars to negotiate the curve up Leopold Place. So that the plan will have to be modified and Columbia Street widened on Government property to avoid crossing the tracks, otherwise it would be worse than it is at present.

A further improvement proposed is that of a centre bearing for the Swing Span which will allow quicker operation. This can be constructed prior to the changing of the spans.

The elimination of the B.C. Electric high tension towers is a decided improvement. It is understood Mr. Grant has abandoned the idea of gauntlet tracks as they would not be feasible.

Conclusions. In considering Mr. Grant's plan, while it does not answer the problem of a new Bridge, it provides the two main requirements of the present Highway, that of extra traffic width and heavier

12th September 1934

loading. It will further eliminate the delays due to the overhead clearance of the present bridge so that loads of any width, height and weight can pass over the bridge.

The speed of traffic will be increased, thus relieving the congestion at the junction of the Pacific Highway and Scott Road but it is a temporary expedient at best; a similar increase in traffic as in the past decade would no doubt require a four-lane highway. Mr. Grant's statement of trebling the capacity of highway traffic cannot be accepted unless the centre lane is controlled, otherwise it can only be considered a passing lane and the capacity a little more than doubled.

As regards railway loading, Mr. Grant is evidently not aware that the bridge was reinforced in 1924 to carry heavier loading than Cooper's E-50. The agreement with the Canadian National permits an engine of 44600# with 220000# on the drivers to cross as against E-50 355000# with 200000# on the drivers. The C.N.R. do not bring their 60% engines west of Kamloops. It is the general impression that the C.N.R. change engines at Port Mann and put on lighter power to cross the bridge. It is actually the reverse as they put on heavier power (50% engines) to negotiate the heavy grades between Port Mann and Vancouver.

Apart from the extra width of highway, most of the improvements shown on Mr. Grant's plan could be made on the present structure. The new pier under the spread span together with strengthening the caps on the highway girders would allow an increased loading. The south approach could be improved and modified to the present bridge. The north approach could be improved to an extent beyond Mr. Grant's design.

Mr. Grant's design provides no alternative in case an accident occurred to the swing span, and is therefore no insurance to the present bridge. The swing span is and has always been a danger during freshet periods. There is not only the risk from navigation but also the probability of failure of the operating mechanism at critical moments such as a ship approaching which cannot stop. An auxiliary plant for the operation of swing span was installed in 1924 to be available in the event of failure of B.C. Electric current. Owing to the restricted space which would be available in Mr. Grant's reconstruction scheme for an operating tower, he proposed to place auxiliary plant permanently on the Draw Rest. This would be impracticable owing to the fact that the use of this plant in emergency would be impossible.

In the reconstruction which it is estimated will take 15 months and cost \$1,000,000., there is grave risk of longer and more frequent delays to traffic, both railway and highway, than Mr. Grant estimates. His plan of reconstruction between piers 6 and 11 is doubtful in character. The building of new piers and maintaining

12th September, 1934.

railway traffic at the same time, will be a very slow process. It is questionable whether the new piers can be built without undermining the existing piers as it will be noted by reference to the attached article that scour to the base of crib took place in each pier. The placing of new piers will increase the current and cause more scouring. They will also constitute a serious obstruction to the towing of logs upstream on this side of the river.

The use of silicon steel does not altogether compensate for his additional weight on Pier 5. He estimates this as an increase of 8.5%, but according to figures available we find that the increase will amount to 13.5%.

Finally, while Mr. Grant's scheme would provide a temporary improvement, it cannot be considered in any way as a permanent solution of the problem.

"J. M. Stewart"

Resident Engineer.

"G. M. Duncan"

Designing Engineer.

New Westminster, B.C.
January 4, 1941.

MEMORANDUM

From: W.E. Keyt, Sr. Asst. Engineer, to K.W. Morton, District Engineer.
Ref: New Westminster Railway Bridge. Diving Operations.

I have to report as follows on diving operations carried out on December 17th and 18th, 1940, to ascertain the condition of the pier foundations of the New Westminster Railway Bridge over the Fraser River, B. C.

Tidal conditions during the progress of the work were very favourable for diving operations, due to a small tidal range between high and half-tides, which enabled the work to be carried out continuously - high slack tide being reserved for examining the piers in the more exposed locations.

All depths noted in this report, unless otherwise stated, are referred to low water level of the Fraser River at New Westminster, being 35.2 ft. below base of rail, or an elevation of 7 ft. as referred to the Sandheads Datum, recorded on the automatic gauge at New Westminster. The depths to the top of the foundations supporting the various piers vary from 3 ft. to 6 ft. below low water level.

The piers investigated are numbered from the north shore, commencing with Pier No. 2, and the following piers were examined - Nos. 2, 3, 4, 5, 6, 7 and 8.

Pier No. 2 (East and West)

East Pier (C.N.R. Leg). The depths to the rip rap surrounding the caisson foundation vary from 4 ft. to 16 ft. on the south and north faces respectively, with the slope of the rip rap most pronounced from the S.E. to the N.E. corners. The timber is sound throughout, and the concrete on the top surface of the caisson is in good condition, except for a small section 12 in. long, 8 in. wide, and 2 in. deep, which has broken off at the N.E. corner. This defect is of no importance. Foundations reported to be in good condition.

West Pier (B.C. Electric leg). The depths to the top of the rip rap vary from 9 ft. to 18 ft., with the fall in the slope most pronounced on the East face. No defects were noted in the concrete and timber, and the foundations were reported to be in good condition.

Pier No. 3 - The depths to the rip rap varied from 46 ft. to 52 ft; the greater depths occurring along the south face of the caisson. The depths at this pier show no appreciable change from depths shown on the 1933 profile, and there are no indications of scouring. The foundation timber and concrete are in good condition.

Pier No. 4 - The depths to the rip rap were as follows:- N.W. and N.E. corners 55 ft. S.W. corner 57 ft. S.E. corner 62 ft., and these depths are from 10 ft. to 15 ft. greater than the ground line depths shown on the 1933 profile, indicating that scouring has occurred. (The height of the caisson supporting this pier is 123' 11½" high according to plan, and the height of the caisson at the present time varies from 50 ft. to 55 ft. above the rip rap surface). The foundation timber and concrete are in good condition. One course of pointing 3 ft. long, 1½ in. wide, and 3 in. deep, on the south face of the pier masonry has broken away. The diver reported this defect as of no importance.

Pier No.5 (Pivot Pier) - The depths to rip rap varied from 30 ft. to 37 ft. and there is no indication of erosion. The timber and concrete at top of caisson is in good condition. No defects were disclosed.

Pier No.6 - The depths to rip rap varied from an average depth of 13 ft. on the north face, to 17 ft. on the south face. Two small sections of pointing in the submerged area of the pier masonry were reported broken off. The dimensions and locations are as follows:- South face. Pointing on the second course above caisson, approximately 10 ft. from the S.E. corner: dimensions 14 in. long, 3/4 in. wide, 6 in. deep. North face. Pointing on second course above caisson approximately 3 ft. from the N.E. corner; dimensions 12 in. long, 3/4 in. wide, 10 in. deep. The concrete backing was reported perfectly sound, and the diver does not consider the defects of any consequence. The timber and concrete are in good condition, and there are no indications of scouring.

Pier No.7 - The depths to rip rap are as follows: - S.W. corner 8 ft., S.E. corner 13 ft., N.W. corner 11 ft., N.E. corner 8 ft. The ground line of the 1933 survey is shown even with the top of the foundation of this pier. At the present time the average depth is 7.5 ft. below this level. (The concrete foundation of this pier is 28'8" high, and rests on 32 piles, according to bridge plan.) A section of pointing, 12 in. long, 1-1/2 in. wide, and 6 in. deep, was reported broken off in the first course of the masonry above foundation on the south face of the pier. The foundations are in good condition, except for the scouring which is indicated in the increased depth at this pier since 1933.

Pier No. 8 - The depths to rip rap are as follows: S.W. corner 7 ft., S.E. Corner 11 ft., N.W. corner 14 ft., N.E. Corner 9 ft. Rip rap was deposited at this pier by the Provincial Government in 1936, chiefly along the south face, and the rip rap is now standing at an average elevation of 5 ft. above the elevation shown on the 1933 profile. No defects were disclosed at this pier.

The remaining piers, 9, 10, and 11, were not examined, as shoaling is taking place in this area, and there is no reason to doubt the stability of these piers.

The investigation disclosed that there was no evidence of deterioration or bulging in any of the piers examined, and the diver made the statement that they looked as well as the day they were put in. He stated, however, that the rip rap at Piers 2, 4 and 7, should be watched for further scour, and that additional rock support at these piers would be an advantage.

The diver, William Zess, is an employee of the Greater Vancouver District Water Board. He was assisted by a tender and rigger. A Departmental pontoon scow, attended by Launch "KNOCKABOUT 11", was used in the operations. The cost of the work, for which an expenditure of \$200.00 was authorized, amounted to \$82.00 and is detailed as follows:-

Services of Wm. Zees, Diver, 2 days @ \$20.00.....	\$ 40.00
Rental of diving gear and equipment, 2 days @ \$5.00.....	10.00
Transportation.....	6.00
Services of Diver's tender, 2 days @ \$7.00.....	14.00
Rigger, 2 days @ \$6.00.....	<u>12.00</u>

\$82.00

The favourable.....

The favourable tidal conditions , and the employment of a rigger (an ex-diver) who was familiar with conditions at the bridge, contributed largely to the saving in the cost of this investigation.

(Signed) W.E. Keyt

Sr.Asst. Engineer.

WEK/bm

3077

Dominion Bridge Company, Limited

CABLE ADDRESS:
"DOMINION"



HEAD OFFICE
MONTREAL, QUE.

Vancouver, B.C.

October 23rd,
1934.

A. Dixon, Esq.,
Chief Engineer,
Department of Public Works,
Victoria, B. C.

Dear Sir,

- Your File 3077 -

We wish to acknowledge yours of the 19th instant, and would advise that the figures shown in our Traffic Survey on the New Westminster Bridge are for the full 24 hours of each day.

We used three men working continuously on eight hour shifts, giving us a complete count for the full day.

Yours very truly,

DOMINION BRIDGE COMPANY, LIMITED.

J. Robertson

J. Robertson,
Contract Engineer.



JR/D
File V.650

407895

3077

October 19th,
1934.

Re: Traffic Survey on New
Westminster Bridge.

Dear Sir:-

The Department is very glad to have received details of the traffic survey on New Westminster Bridge, from June 1st to July 15th inclusive.

Will you please advise me whether I am right in assuming that the figures are for the full 24 hours of each day.

Yours obediently,

A. DIXON

Chief Engineer.

A.S. Gentles, Esq.,
Mgr., Dominion Bridge Co. Ltd.,
275 W. 1st Avenue,
Vancouver, B.C.

ICB:MIB

3077

New Westminster Bridge - re
Number of Span Openings during
1933

October 16th,
1934.

Dear Sir:-

I wish to acknowledge, with many thanks, receipt of information contained in your letter of October 12th, 1934, giving details as to the number of span openings during 1933: this information is of great assistance.

Please also accept my thanks for the additional information kindly supplied by Mr. Stewart on the 4th instant with regard to distribution of these openings, by months, during the year.

Yours obediently,

A. DIXON

Chief Engineer.

Thos. Gifford, Esq.,
Bridge Supt.,
Fraser River Bridge,
New Westminster, B.C.

ICB:MIB



THE GOVERNMENT OF
THE PROVINCE OF BRITISH COLUMBIA

RAILWAYS
DEPARTMENT OF PUBLIC WORKS



3077

Fraser River Bridge,
New Westminster B.C.
12th. October, 1934.

A. Dixon Esq.,
Deputy Minister and
Public Works Engineer,
Victoria B.C.



Dear Sir :-

Traffic - New Westminster Bridge.

I beg to acknowledge receipt of your letter
of the 10th. inst.

Attached hereto please find completed schedules
as follows:-

Total span openings - all vessels

Span openings - Steamships and Motorships only

Span openings - All boats, tugs etc. except steamships
and motorships.

I will be glad to forward any further information required.

Yours truly,


Bridge Sup.

407063

Asst. Eng.

SCHEDULE - FRASER RIVER BRIDGE.

YEAR 1933

Total span openings - all vessels.

Period of the day	Total number of times span was open during the year for each period.	Av. length of time span open - (i.e. traffic stopped).
Midnight - 2 A.M.	12 ⁷⁴ 77	7.3 minutes per opening
2 A.M. - 4 A.M.	8 .51	do.
4 A.M. - 6 A.M.	29 1.86	do.
6 A.M. - 8 A.M.	155 9.93	do.
8 A.M. - 10 A.M.	366 23.43	do.
10 A.M. - noon	335 21.46	do.
noon - 2 P.M.	220 14.10	do.
2 P.M. - 4 P.M.	201 12.89	do.
4 P.M. - 6 P.M.	114 7.31	do.
6 P.M. - 8 P.M.	72 4.61	do.
8 P.M. - 10 P.M.	45 2.88	do.
10 P.M. - midnight	4 .25	do.
	1561 100.00%	

Estimated total time span open during year 189 hrs. 37 min.

Average number of boats per day 4.3

Average time per day span open 31.18 min.

SCHEDULE - FRASER RIVER BRIDGE

YEAR 1933

Steamships and Motorships.

Period of the day	Total number of times span was open during the year for each period	Av. length of time span open - (i.e. traffic stopped).
Midnight - 2 A.M.	-	
2 A.M. - 4 A.M.	1	9 minutes per opening
4 A.M. - 6 A.M.	5	do.
6 A.M. - 8 A.M.	49	do.
8 A.M. - 10 A.M.	27	do.
10 A.M. - noon	19	do.
noon - 2 P.M.	20	do.
2 P.M. - 4 P.M.	28	do.
4 P.M. - 6 P.M.	36	do.
6 P.M. - 8 P.M.	23	do.
8 P.M. - 10 P.M.	8	do.
10 P.M. - Midnight	-	-
Total	216	

Estimated total time span open during year 32 hrs. 42 min.

Average No. of boats per day 0.59

Average time per day span open 5.38 min.

SCHEDULE - FRASER RIVER BRIDGE.

YEAR 1933

All boats, tugs, etc. except steamships and motorships.

Period of the day	Total number of times span was open during the year for each period	Av. length of time span open - (i.e. traffic stopped).
Midnight - 2 AM	12	7 minutes per opening
2 A.M. - 4 A.M.	7	do.
4 A.M. - 6 A.M.	24	do.
6 A.M. - 8 A.M.	106	do.
8 A.M. - 10 A.M.	339	do.
10 A.M. - noon	316	do.
noon - 2 P.M.	200	do.
2 P.M. - 4 P.M.	173	do.
4 P.M. - 6 P.M.	78	do.
6 P.M. - 8 P.M.	49	do.
8 P.M. - 10 P.M.	37	do.
10 P.M. - Midnight	4	do.
Total	1345	

Estimated total time span open during year	156 hrs. 55 min.
Average number of boats per day	3.6
Average time per day span open	25.8 min.

TRAFFIC SURVEY - NEW WESTMINSTER BRIDGE - June 1st to July 5th incl.

Date	Day	Passenger Cars	Motor- cycles	Light Trucks	Heavy Trucks	Heavy Trucks with Trailers	Light Busses	Heavy Busses	Miscellan- eous	Totals
June 1st	Friday	3,038	26	514	605	14	23	25	17	4,282
June 2nd	Saturday	4,233	42	461	462	11	34	40	17	5,300
June 3rd	Sunday	7,508	96	250	162	2	29	30	13	8,090
June 4th	Monday	4,533	18	533	611	6	18	35	16	5,770
June 5th	Tuesday	2,814	30	565	613	15	20	26	9	4,092
June 6th	Wednesday	3,076	23	524	568	11	21	32	10	4,265
June 7th	Thursday	2,806	31	480	602	9	17	29	18	3,992
June 8th	Friday	3,245	19	673	497	14	20	28	13	4,509
June 9th	Saturday	4,232	23	484	471	12	17	36	12	5,287
June 10th	Sunday	8,238	143	321	197	3	28	37	3	8,970
June 11th	Monday	2,994	33	495	650	10	23	27	14	4,246
June 12th	Tuesday	2,923	21	527	590	8	26	29	14	4,138
June 13th	Wednesday	3,049	28	459	598	12	23	28	7	4,204
June 14th	Thursday	2,947	32	461	666	9	19	27	12	4,173
June 15th	Friday	3,404	35	575	627	5	24	34	12	4,716
June 16th	Saturday	4,369	52	489	466	7	25	46	11	5,465
June 17th	Sunday	7,350	74	270	255	2	21	37	20	8,029
June 18th	Monday	3,132	30	457	574	8	20	31	11	4,263
June 19th	Tuesday	2,997	39	494	606	11	16	29	9	4,201
June 20th	Wednesday	3,202	34	431	515	5	19	28	5	4,239
June 21st	Thursday	3,119	35	515	478	7	19	23	9	4,205
June 22nd	Friday	3,518	35	508	608	7	20	32	10	4,738
June 23rd	Saturday	4,436	36	472	474	11	24	46	14	5,513
June 24th	Sunday	7,728	108	299	203	2	27	34	8	8,409
June 25th	Monday	3,232	33	500	588	8	28	30	14	4,433
June 26th	Tuesday	3,170	22	524	578	11	29	27	18	4,379
June 27th	Wednesday	3,121	26	487	604	9	26	31	11	4,315
June 28th	Thursday	3,298	32	434	594	5	24	33	6	4,426
June 29th	Friday	3,992	35	527	635	7	24	37	15	5,272
June 30th	Saturday	6,080	79	523	518	10	33	68	23	7,334
July 1st	Sunday	7,635	131	320	235	3	26	49	17	8,416
July 2nd-Holiday, Mon.		10,385	111	328	300	5	28	67	10	11,234
July 3rd	Tuesday	4,311	56	561	585	10	21	48	26	5,618
July 4th	Wednesday	4,046	44	499	580	5	15	38	12	5,239
July 5th	Thursday	3,720	33	638	608	10	26	35	11	5,081
TOTALS		151,861	1,645	16,598	17,923	284	813	1,232	447	190,823

1934

Oct. 13th, 1934.

R.J. Stewart, Esq.,
Traffic Supt.,
Court House,
Vancouver, B.C.

3077

106-0-0

RE: PUBLIC CARRIERS
Traffic Over New Westminster Bridge.

Oct. 4th

Please accept my thanks for
the information contained in
your letter of October 4th,
which is greatly appreciated.

A. DIXON

ICB:MIB

October 10th,
1934.

Traffic - New Westminster
Bridge.

Dear Sir:-

Many thanks for your telegram of the 9th instant.

It will interest you to know that after consulting the Department of Agriculture we estimated that about 78,000 tons of agricultural products per year are carried over the Bridge which, based on the percentage of trucks given by you, averages 1.75 tons per truck, which we think is a fair figure.

There is still another phase of this investigation, namely the average length of time for which traffic is delayed annually when the draw span is open. I do not know whether you keep records showing each time the span was open and the length of time it was open but if such is the case it would assist us greatly in making an estimate if you could let me have these figures for the year 1933 showing the total number of times the draw span was open during each of the two hour periods of the day, i.e., 12 midnight to 2 A.M., 2 A.M. to 4 A.M., etc. I am enclosing a sheet showing this more clearly and it is also necessary to note the average length of time for which the span was open. If we can get this information we will compare same with the hourly flow of traffic and the total annual traffic which will give some idea of the amount of time lost per year on this account.

If the foregoing is not feasible it will be greatly appreciated if you will kindly advise in what form you could supply the figures.

I wish to express my very great appreciation to you for your prompt and valuable assistance in this matter.

Yours obediently,

Thos. Gifford, Esq.,
Bridge Supt.,
Fraser River Bridge,
New Westminster, B.C.

A. DIXON
Chief Engineer.

ICB:MIB
Encl.

SCHEDULE - NEW WESTMINSTER BRIDGE

YEAR 1933.

<u>Period of the Day</u>	<u>Total number of times span was open during the year for each period</u>	<u>Av. length of time span open - (i.e. traffic stopped).</u>
Midnight - 2 AM		
2 A.M. - 4 A.M.		
4 A.M. - 6 A.M.		
6 A.M. - 8 A.M.		
8 A.M. - 10 A.M.		
10 A.M. - noon		
noon - 2 P.M.		
2 P.M. - 4 P.M.		
4 P.M. - 6 P.M.		
6 P.M. - 8 P.M.		
8 P.M. - 10 P.M.		
10 P.M. - midnight		

CLASS OF SERVICE	SYMBOL
Full-Rate Message	
Day Letter	D L
Night Message	N L
Night Letter	N L

If none of these three symbols appears after the check (number of words) this is a Full Rate message. Otherwise its character is indicated by the symbol appearing after the check.

CANADIAN NATIONAL TELEGRAM

D. E. GALLOWAY, ASSISTANT VICE-PRESIDENT, TORONTO, ONT.

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NEWESTMINSTER BC 112P OCT 9 1934

A DIXON

CHIEF ENGINEER PUBLIC WORKS VICTORIA BC

YOUR LETTER FIFTH INSTANT JUST RECEIVED PERCENTAGE LIGHT TRUCKS FORTY
FIVE AGRICULTURAL

T GIFFORD

110P



406831

**MOTOR-VEHICLE LICENCES AT THE UNDERMENTIONED
PLACES AS AT AUGUST 31st 1934.**

*Excluded
Reller*

Place Names	Passengers	Commercial
Abbotsford	265	70
Aldergrove	79	22
Alluvia	Nil	Nil
Anderson	Nil	Nil
Arnold	Nil	Nil
Atchellitz	12	2
Barnston Isl.	5	1
Beaver River	Nil	Nil
Bellerose	Nil	Nil
Bradner	12	7
Canner	Nil	Nil
Cheam View	3	Nil
Chilliwack	849	172
Clayburn	26	9
Cloverdale	401	91
Coghlan	46	12
Colebrook	1	Nil
County Line	6	2
Craigs	Nil	Nil
Crescent	17	4
Cultus Lake	5	Nil
Delair Road	Nil	Nil
Dennison	Nil	Nil
Elgin	2	Nil
Evans-Thomas	Nil	Nil
Evans	Nil	Nil
Fern Ridge	Nil	Nil
Fort Langley	39	8
Gifford Station	12	3
Glen Valley	23	Nil
Glover	Nil	Nil
Hall's Prairie	2	Nil
Harmsworth	Nil	Nil
Hazelmere	Nil	Nil
Hopington	4	Nil
Hunter	Nil	Nil
Hungingdon	29	9
Hyland	Nil	Nil
Jackman	Nil	Nil
Jardine	Nil	Nil
Kennedy	Nil	Nil
Kilgard	20	4
Kidd	Nil	1
Knight Road	Nil	Nil
Langley Prairie	207	53
Lickman	Nil	Nil
Lincoln	Nil	Nil
Lombard	Nil	Nil
Maillardville	67	10
Matsqui	144	39
McLennan	6	1
Meridian	Nil	Nil
Milner	115	28
Mt. Lehman	29	7
Mud Bay	1	Nil
Murrayville	32	11
Newton Station	50	10
Norris	Nil	Nil
Norton	Nil	Nil
Ocean Park	1	1
Otter	Nil	Nil
Pinegrove	Nil	Nil
Popkum	Nil	Nil
Port Kells	56	9
Port Mann	23	4
Rand	Nil	Nil
Riverside	Nil	Nil
Rosebank	Nil	Nil

Place Names	Passengers	Commercial
Rosedale	39	8
Ryder Lake	4	5
Sardis	358	76
Scott	5	3
Sinclair	Nil	Nil
Smithvale	Nil	Nil
Southport	Nil	Nil
South Port Mann	Nil	Nil
South Westminster	32	'6
Sperling Station	8	1
Strawberry Hill	19	12
Straiton	6	3
St. Nicholas	Nil	N, 1
Sullivan Station	25	10
Sumas	2	Nil
Surrey Centre	36	12
Tyne head	1	Nil
Upper Sumas	34	b 16
Vedder Crossing	38	7
Vedder Mountain	1	Nil
Vye	Nil	Nil
Walnut Grove	9	2
Warwhoop	Nil	Nil
Wells	Nil	Nil
Westland	Nil	Nil
Whatcom Road	Nil	Nil
White Rock	104	17
Willoughby	Nil	Nil
Woodroffe	Nil	Nil
Yarrow	17	17
TOTAL	3,327	785

3 327
785
4112

197.

October 5th,
1934.

Re: Traffic over Fraser River
Bridge.

Dear Sir:-

I acknowledge, with thanks, your
letter of October 4th.

In your favour of September 24th you
estimate the proportion of heavy trucks carrying
agricultural products as 22%.

No doubt, of the total number of light
trucks which cross the bridge daily, the percent-
age carrying agricultural products is higher than
22%. It would help us very much if you would make
an estimate of this percentage and I would ap-
preciate a wire on Saturday morning, if possible,
as this is the only further information required
in order to complete this present investigation.

Your assistance is very greatly ap-
preciated.

Yours obediently,

A. DIXON

Chief Engineer.

Thos. Gifford, Esq.,
Bridge Supt.,
Fraser River Bridge,
New Westminster, B.C.

ICB:MIB

DEPARTMENT OF PUBLIC WORKS

3077

FROM Traffic Supt., Court House, Vancouver, B.C.	TO Chief Engineer, Parliament Buildings, VICTORIA, B.C.	DATE October 4th, 1934. ELECTORAL DISTRICT OUR FILE 106-0-0 YOUR FILE 3077
SUBJECT RE: PUBLIC CARRIERS Traffic Over New Westminster Bridge.		REFERENCE YOUR LETTER 20th ultimo

FOR DEPARTMENTAL AND INTERDEPARTMENTAL CORRESPONDENCE ONLY



In accordance with your request under date of the 20th ultimo re the above matter, I am enclosing herewith a catalogue showing the number of public passenger and public freight vehicles, licensed by this Department, which cross the New Westminster Bridge daily. It also shows the carrying capacity of each vehicle and an approximate proportion of the merchandise conveyed.

With the assistance of Traffic Inspector Black I have complied this report as nearly accurate as possible, which I trust will be satisfactory.

RJS:OC
encls.

406575

Asst. Eng.

3077

*Size of Farm
Farm Population
Farm Automobiles*

For information showing number of farms by size, farm population, number of trucks and farm automobiles for Municipalities of Chilliwack, Delta, Matsqui, Surrey & Sumas see File 5384-9, letters 406461 & 407153 - date of letters Sept. 29th & Oct. 10th, 1934, respectively.

HIGHWAY TRAFFIC OFFICE
RE: Traffic Over New Westminster Bridge - Public Carriers.

1/10/34

NAME OF OPERATOR	TOTAL	CARRYING	NO. OF TRIPS	NATURE OF LOAD CARRIED		
	NO. OF VEHICLES	CAPACITY	ACROSS NEW WESTMR. BRIDGE	Gen'l. Frt.	Farm Produce	Household Mach- Canned Goodsinery Goods

PASSENGER VEHICLES:

Pacific Stages Limited	7	Two 26-pass. veh.) Five 30-pass. veh.)	18 trips per day
North Coast Transportation Co.	3	Four 31-pass. veh.	6 trips per day
Moorhouse, E.F.	2	Two 13-pass. vehi)	4 trips per day

FREIGHT VEHICLES:

Fraser Valley Freight Lines Ltd.	2	One 2-T. & One 3-T.	4 trips per day	100%		
Winton, D.M.	1	One 3-T.	2 Trips per day	25%	75%	
Country Freight Lines	4	Two 1½-T. & Two 5-T.	8 trips per day	25%	75%	
Emery Transportation Co.	2	One 3-T. & One 2-T.	4 trips per day	25%	75%	
Stokes, E.P.	1	One 2-T.	2 trips per day	25%	75%	
Clark, J.C.	1	One 1-T.	2 trips per day	25%	75%	
Brown Transfer Co.	2	Two 2-T.	4 trips per day	50%	50%	
Kerr, R.F.	1	One 1½-T.	2 trips per day	50%	50%	
Ladner Transfer	1	One 2-T.	2 trips per day	25%	75%	
Townsend Transfer	1	One 2-T.	2 trips per day	75%	25%	
Chudley, George B.	1	One 1½-T.	2 trips per day	25%	75%	
Loney, J.A.	1	One 1½-T.	2 trips per day	25%	75%	
Collishaw, Wm. Cecil	1	One 1½-T.	2 trips per day	75%	25%	
Thomson, William	1	One 2-T.	2 trips per week	100%	---	
Burnell, Arthur	1	One 1½-T.	6 trips per week	75%	25%	
Dent, Thomas	1	One 1½-T.	6 trips per week	75%	25%	
Bekins Moving & Storage Co. Ltd.	1	One 3-T.	2 trips per week	-	-	100%
Crone Storage Co. Ltd.	2	One 2½-T. & One 1½-T.	4 trips per week			100%
Campbell's Storage Ltd.	1	One 2-T.	2 trips per week			100%
Bowman's Storage Ltd.	1	One 2-T.	2 trips per week			100%
Mowat Reo Transfer Co.	1	One 1½-T.	2 trips per week			100%
Whiteway Transfer	1	One 2-T.	2 trips per week			100%
Gail, A.J.	1	One 1½-T.	2 trips per week			100%
Flanders, R.J.	1	One 2-T.	2 trips per week			100%
Bryce, Alexander Jr.	1	One 2-T.	2 trips per week			100%
Associated Transfer	1	One 1½-T.	2 trips per week			100%
Belyea & Co. Ltd.	3	One 1½-T. One 2-T. 1T.	6 trips per week			100%
Howes, J.G.	1	One 1½-T.	2 trips per week			100%
Arrow Transfer Co. Ltd.	1	One 3-T.	2 trips per week			100%
Mainland Transfer Co. Ltd.	1	One 3½-T.	2 trips per week			100%

*Total
276 trips a week
14,352 trips a year*



THE GOVERNMENT OF
THE PROVINCE OF BRITISH COLUMBIA

RAILWAYS
DEPARTMENT OF PUBLIC WORKS

Fraser River Bridge,
New Westminster, B.C.

October 4th., 1934

A. Dixon, Esq.,
Chief Engineer
Department of Public Works,
Victoria, B.C.

Dear Sir:-

Re: Traffic over Fraser River Bridge

I beg to acknowledge receipt of your letter of the
3rd. inst. re cars, trucks etc. crossing the above bridge from
July 1st. to 7th., 1933.

Date 1933	Light Trucks	Heavy Trucks	Buses	Autos	Total
July 1	285	409	57	7481	8232
" 2	342	193	67	9840	10442
" 3	514	863	50	4105	5532
" 4	501	655	48	4868	6072
" 5	442	761	58	4102	5363
" 6	505	793	56	4197	5551
" 7	665	948	59	5131	6803
	3284	4622	395	39724	47995
			Grand Total		

Yours truly,

Bridge Supt.

Asst. Eng.

406574

3077

October 3rd,
1934.

Re: Traffic over Fraser
River Bridge

Dear Sir:-

Many thanks for your letter of the 29th instant which now disposes of any question in this matter.

I greatly regret troubling you further but I note we have complete traffic returns for New Westminster Bridge from 1924 to 1934 inclusive, except for the year 1933. If account was made in 1933 I shall be very glad to receive details of same in similar form to the 1934 figures, recapitulation only, that is to say the number of automobiles, light trucks, heavy trucks and buses, respectively, for each of the seven days: our records will then be complete.

Yours obediently,

A. DIXON

Chief Engineer.

Thos. Gifford, Esq.,
Bridge Superintendent,
Fraser River Bridge,
New Westminster, B.C.

ICB:MIB



THE GOVERNMENT OF
THE PROVINCE OF BRITISH COLUMBIA

RAILWAYS
DEPARTMENT OF PUBLIC WORKS

Fraser River Bridge,
New Westminster, B.C.
Sept. 29th., 1934

A. Dixon, Esq.,
Chief Engineer of
Public Works,
Victoria, B.C.



Dear Sir:- Re Traffic over Fraser River Bridge.

Replying to your letter of yesterday's date for which I thank you, I beg to advise that the 1931 figures were taken at the request of your department and on forms supplied by you. They include all traffic across the bridge during the first seven days in July 1931;

Yours obediently,

Bridge Supt.

406294

Asst. Eng.

September 28th,
1934.

Re: Traffic over Fraser River
Bridge.

Dear Sir:-

I acknowledge, with many thanks, receipt of your letter of the 24th of September in connection with the above and wish to advise you that the information you have given is extremely valuable and I would like to express my appreciation of the clear way in which you have set this out.

With regard to the last paragraph of your letter, we have the detailed statistics for the first seven days in July, 1931, to which you refer, and I note these are the only ones taken in this form.

It is my understanding that the 1931 figures include all traffic over New Westminster Bridge during the first seven days of July and I shall be grateful if you will kindly confirm this. As you know, statistics taken by this Department in 1929-30 were at the intersection of Scott Road and the Pacific Highway.

Yours obediently,

A. DIXON

Chief Engineer.

Thos. Gifford, Esq.,
Bridge Superintendent,
Department of Railways,
Fraser River Bridge,
New Westminster, B.C.

ICB:MIB

THE GOVERNMENT OF
THE PROVINCE OF BRITISH COLUMBIA

RAILWAYS

DEPARTMENT OF PUBLIC WORKS

Fraser River Bridge,
New Westminster B.C.

24th September, 1934.

A. Dixon Esq.,
Deputy Minister and
Public Works Engineer,
Victoria B.C.

SEP 27 1934

3x20 = 60
9x5 = 45
12x5 = 60
8%

Dear Sir:- Re: Traffic over Fraser River Bridge

I beg to acknowledge receipt of your letter of the 20th inst.

It is regretted that there are few or any reliable statistics available and it is difficult to make an intelligent estimate of the different classes of traffic owing to the seasonable agricultural products.

The following daily average is estimated during the entire year:-

B.C. Autos	84%	}	3500
Foreign "	16%		
Light Trucks			325
Heavy "			325

Regarding the above it is estimated that during the three summer months 80% of touring cars are B.C. 20% being foreign, and during the remainder of the year the foreign cars are only 5%. *or 11.9% per annum*

The merchandise carried by heavy trucks may be distributed as follows:-

Timber Products	40%
Agricult. "	22%
Miscellaneous	38%

Agricultural Products are mainly transported by dealers and the individual farmer conveys his small market produce in light trucks. The main items are Milk, hay, straw and feed, which may be estimated as follows:-

Milk	68%
Feed	30%
Hay & Straw	2%

405843

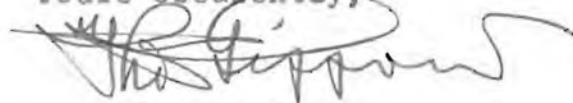
Asst. Eng.

24th. September 1934

Not included in the above are several large trucks hauling potatoes but may only last a short time.

With regard to details of traffic count,,
attached please find statement for the first seven
days in July. The only statistics in the form that you
request were taken for the first seven days in July,
1931 and forwarded to your office.

Yours obediently,



Bridge Supt.

PIPER RIVER BRIDGE

Vehicular Traffic from midnight June 30th. to midnight July 7th. 1934.

	1.			2.			3.			4.			5.			6.			7.		
	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
Automobiles	458	3509	3684	293	3573	6333	611	2067	2027	209	2016	2268	198	1778	1896	165	2006	2263	152	2114	2580
Buses	5	28	34	2	60	31	9	37	33	3	34	25	4	25	23	3	39	23	4	30	25
Light Trucks	18	152	149	9	85	317	41	269	234	41	226	206	24	287	177	39	410	202	40	249	225
Heavy Trucks	21	133	76	14	80	163	42	421	201	29	355	214	35	374	182	30	465	244	43	321	270

Note. A :- 12 midnight to 7 a.m. B :- 7 a.m. to 3 p.m. C :- 3 p.m. to 12 midnight

Recapitulation

	Automobiles	Light Trucks	Heavy Trucks	Buses	
July 1 Sun	7651	319	230	67	
2 Mon. Holiday	10199	411	257	93	
3 Tues	4705	544	664	79	
4 Wed	4493	473	598	62	
5 Thurs	3872	488	591	52	
6 Fri	4434	651	739	91	
7 Sat	5003	515	637	61	
Totals	40357	3401	3716	505	Grand Total 47979

4701
4493

470

3716
3401
505
7622

R.J. Stewart, Esq.,
Traffic Supt.,
Court House,
Vancouver, B.C.

Sept. 20th, 1934

3077

Re Traffic over New Westminster
Bridge.

In connection with investigations this Department is making regarding traffic over New Westminster Bridge, will you please advise me how many Common Carrier Vehicles (Passenger & Freight separately) regularly use this route and the approximate total number of trips made per day for each class of vehicle, according to capacity.

I realize that the Common Carrier of Freight carries general merchandise but would like to know whether any of the licensed vehicles are known to be carrying farm produce extensively.

With regard to traffic, generally, over this bridge, you may be able to obtain some information as to relative proportions of the various classes of freight carried, i.e., what proportion of the trucks carry groceries and manufactured products, what proportion carry fuel and what proportion carry farm produce, etc., etc.? I feel sure that some of the members of the Advisory Board are well posted on this subject and will, I know, be glad to advise you, even if only an estimate can be obtained.

A. DIXON

ICB:MIB

September 20th,
1934.

Re: Traffic over New Westminster Bridge.

Dear Sir:-

This Department is requested to make an investigation into the classes of traffic which use the above bridge, not so much with respect to the weights or speeds of vehicles but rather with regard to the nature of the traffic, its source and destination.

We are seeking information as to the average proportion of B.C. touring cars, foreign cars, small trucks, medium-sized trucks and heavy trucks: this, of course, varies throughout the year but is probably about the average in April or October.

We are most particularly anxious to obtain some knowledge as to what proportion of the total commercial vehicles (trucks) crossing the bridge are owned by farmers or are operated on behalf of farmers and are carrying farm products. Data is also required as to the class of farm merchandise carried and the relative proportions thereof, such as milk; fruits and vegetables; hay, grain and feed; livestock.

The Deputy Minister of Railways has suggested writing to you in this connection and I shall greatly appreciate your advising me as fully as possible. I realize that you may not be able to give me exact figures and in such case would ask you to let me have your estimates, based on your long experience and intimate knowledge of the traffic using the bridge.

Incidentally, will you please advise me whether the details of the traffic count for July 1930 are available. We have, of course, received from the Railway Department the totals for each day during the week but we are also interested in the hourly variation of north and south-bound traffic.

Yours obediently,

T. Gifford, Esq.,
Bridge Supt., New
Westminster Bridge,
New Westminster, B.C.

A. DIXON
Chief Engineer.

ICB:MIB

March 26th, 1934.

H. C. Anderson, Esq.,
Public Works Engineer,
New Westminster, B. C.

New Westminster

3077

New Westminster Bridge

It will be in order for
you to proceed with the repairs
to the New Westminster Bridge
approaches as authorized by the
Railway Department.

PP:AW

3077

7th March, 1934

MEMORANDUM: Mr. G.P. Napier, Deputy Minister and
Chief Engineer of Railways.

The Shell Oil Company's truck and trailer referred to in Mr. Gifford's letter of the 1st March, with the wheel base and distribution of loads as indicated, can be allowed the use of New Westminster Bridge provided that the clear distance between this vehicle and any other vehicle in the same lane of traffic is not less than thirty (30) feet.

G.M. Duncan
Designing Engineer.

GMD:EL

REFER TO FILE NO. 12.9



THE GOVERNMENT OF
THE PROVINCE OF BRITISH COLUMBIA

Department of Railways
VICTORIA, B.C.



3077
March 3rd,
1934.

MEMORANDUM: Mr. G. M. Duncan, Chief
Draughtsman, P.W.Dept.

Kindly refer to letter from
Mr. Thos. Gifford, dated the 1st instant,
on Railways Department file 12.9.

I shall appreciate your ad-
vice in connection with this matter.

G. P. Chapin

Deputy Minister and
Chief Engineer of Railways.

GPN:NP

392595

G.M.D.

3077

February 12, 1934.

Mr. P. F. Collin,
Fraser Valley Milk Producers Association,
425 Eighth Avenue West,
Vancouver, B.C.

Dear Sir:

This will acknowledge receipt of
your letter of February 8th, embodying Resol-
ution passed at a meeting of the district local
Presidents and secretaries at Abbotsford, and
your representations in connection with a toll
bridge across the Fraser River are noted.

Yours faithfully,

Minister.

FRASER VALLEY MILK PRODUCERS ASSOCIATION

CHIEF RECEIVED
FEB 13 1934
VICTORIA
HEAD OFFICES
423 EIGHTH AVENUE WEST
VANCOUVER, B.C.

February 8th, 34

The Hon. F.M. MacPherson
Minister of Public Works
Province of British Columbia
Victoria . B.C.

MINISTER OF PUBLIC WORKS
RECEIVED
FEB 10 1934
VICTORIA, B.C.

Dear Sir:-

At a meeting of the district Local Presidents and Secretaries representing twentytwo districts in the Fraser Valley and 3673 dairyfarmers at a special meeting held at Abbotsford on Feb. 1st passed the following Resolution which I am directed to bring to your attention :

"Whereas the present Bridge across the Fraser River connecting the Municipality of Surrey with the City of New Westminster has, for the past twenty years or so become a vital economic factor , not only in the life of the farming communities on the South Side of the Fraser River, but of the general public also. And whereas this bridge has been free of Tolls thereby enabling the farmers and others engaged in various agricultural pursuits to deliver and market their products in the City; And whereas it is now contemplated to remove the present free deck from this bridge, thereby further penalizing the already over-burdened and distressed agriculturist who will be called upon to accept even lower prices for the products marketed .

Therefore be it resolved that this meeting go on record as being strongly opposed to the removal of the present free deck across the Fraser River at the point mentioned ".

Trusting you will use your influence to maintain the present free structure .

yours very truly

P. J. Collin
Secretary of the Meeting
F.V.M.P.A. Local Officers
391370

5077
JAN. 3rd
1934

J. A. Campbell, Esq.,
Messrs. McCrossan, Campbell & Meredith,
Hall Building,
Vancouver, B. C.

Dear Sir:

I have your letter of January 2nd, and I am advised that there is no need for legislation to close the present New Westminster Bridge to automobile and highway traffic - see the Statutes for 1930, Chapter 24, Part 4 - 55 (d).

For your information the Fraser River Bridge at New Westminster was constructed under authority of the 1902 Statutes, Chapter 42, Section 10.

Yours faithfully,

Minister.

3077
MCGROSSAN, CAMPBELL & MEREDITH

BARRISTERS AND SOLICITORS

G. E. MCGROSSAN, K. C.

ELMORE MEREDITH

R. W. KENNEDY



CABLE ADDRESS "MERCA"

TELEPHONES: SEYMOUR 2367-8-9

HALL BUILDING

VANCOUVER, B. C.

Jan. 2nd, 1934.



Hon. F.M. McPherson,
Minister of Public Works,
Parliament Bldgs.,
Victoria, B.C.

Dear Sir:

I have been studying the position of the New Westminster bridge and assume that in the event of the Government entering into an agreement with the Fraser River Bridge Company there is no need for legislation to close the present New Westminster bridge to automobile and highway traffic. The present bridge is one that was constructed as a public work by the Province of British Columbia, and is directly under the jurisdiction of your Department.

If there is any legislation existing to the contrary, or if you have any observations to make in this regard, I would be glad to be informed by you, as it is the intention of the Fraser River Bridge Company to submit a Bill at the coming Session of the Legislature amending its Charter in certain respects to give complete power and status to proceed with the construction of the contemplated bridge.

Yours truly,

C:N

389035

CHIEF ENGINEER PUBLIC WORKS.

December 22nd, 1933.

Mr. MacPherson,

I recommend this
arrangement.

R. Phillip.

TRA-2013-00268
Page 357



THE GOVERNMENT OF
THE PROVINCE OF BRITISH COLUMBIA

Department of Railways
VICTORIA, B.C.



3077
December 14th,
1933.

MEMORANDUM: P. Philip, Esq.,
Chief Engineer, Public Works Department.

Re control of traffic on New Westminster Bridge, it is suggested your Department in its estimates should provide the sum of \$900.00 to allow of paying one special constable who need not be physically fit, the sum of \$75.00 a month, to undertake the following duties.

To carry out special orders of the Provincial Police with respect to traffic on the bridge; to closely scrutinize all persons and vehicles crossing the bridge; to control traffic having regard to the public safety; to control traffic having regard to its weight, size, having regard to the provisions of the regulations governing the weight of traffic on the highways of the province and more particularly crossing New Westminster Bridge; to weigh vehicles when deemed necessary; to keep traffic statistics, etc. etc.

The idea is that this service will be performed 24 hours per day, the Public Works Department, the Provincial Police and the Railways Department each supplying and paying for one officer. Provision has been made in the estimates of the Railway Department for this service and I have to request that you will be kind enough to make similar provision in the estimates of your Department.

[Signature]
Deputy Minister and
Chief Engineer of Railways.

GPN:NP
[Signature]

388083

[Signature]
to note
P.O.
Approved by
C.E.

Public Works Engineer,
New Westminster,
B. C.

December 12, 1933
New Westminster
3077

Re CABLE

This is distinct from the
Bridge and the freight cost will
have to be against your District
Appropriation.

P. PHILIP

FHH/EG

DEPARTMENT OF PUBLIC WORKS

FROM Chief Accountant, Buildings.	TO Chief Engineer, Buildings.	DATE December 5, 1933 ELECTORAL DISTRICT New West. OUR FILE 3077 YOUR FILE
SUBJECT New Westminster Bridge		REFERENCE YOUR LETTER



Further to your instructions of the 17th ultimo, in view of the fact that it has been customary to charge these approaches against the New Westminster Bridge, I would be glad of confirmation of your instructions to charge this to District Vote.

F. H. HARRISON

CA. Ok
This is distinct
from the Bridge
PP Dec 8

387687

FOR DEPARTMENTAL AND INTERDEPARTMENTAL CORRESPONDENCE ONLY

DEPARTMENT OF PUBLIC WORKS

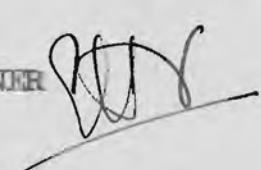
3077

FROM E.H.Verner, Public Works Engr., Court House, New Westminster, B.C.	TO P.Philip, Chief Engineer, Parliament Bldgs., Victoria, B.C.	DATE Nov. 27, 1933. ELECTORAL DISTRICT New Westminster OUR FILE YOUR FILE 3077
SUBJECT Re CABLE		REFERENCE YOUR LETTER

I beg to report that the above mentioned cable has not yet been received.

The Freight Account for same should be charged to the Bridge.

E.H.VERNER



387128

EHV/PP

C.A.
M.S.

November 22, 1933

E. H. Verner, Esq.,
Public Works Engineer,
New Westminster,
B. C.

New Westminster

3077

Re Cable

Further to my letter of November 20th,
will you kindly advise me whether it has
been the practice to charge protection work
of this nature to the Bridge or to the Depart-
ment of Public Works.

If the latter, from what Public Works
Work Orders has the cost been met.

P. PHILIP

PHH/EG

PLEASE REFER TO
Your FILE NO. 3077

3077



THE GOVERNMENT OF
THE PROVINCE OF BRITISH COLUMBIA

— Railways

DEPARTMENT OF PUBLIC WORKS

Fraser River Bridge,
New Westminster, B.C.
November 21st., 1933



H. Philip, Esq.,
Chief Engineer,
Department of Public Works,
Victoria, B.C.

Dear Sir:-

I beg to acknowledge receipt of your letter of the
17th. inst. enclosing copy of memorandum to the Mechanical
Superintendent regarding approximately 4,500 feet of 5/8 cable.

This will be taken care of on its arrival.

Yours obediently,

Bridge Supt.

386770

DEPARTMENT OF PUBLIC WORKS

FROM Road Foreman	TO Public Works Engineer	DATE November 18, 1933. ELECTORAL DISTRICT Saanich OUR FILE 32-20-0 YOUR FILE
SUBJECT 5/8" Wire Cable.		REFERENCE YOUR LETTER

FOR DEPARTMENTAL AND INTERDEPARTMENTAL CORRESPONDENCE ONLY

NOV 21 1933
B.C.

I wish to advise you that we
have to-day shipped to T.Gifford,
New Westminster, 3,623' 5/8" cable.

The balance of this spool, 2,827
feet we are delivering to Langford
yard.

Enc.

Road Foreman

386704



CANADIAN NATIONAL RAILWAYS

THIS MEMORANDUM

is an acknowledgment that a bill of lading has been issued and is not the Original Bill of Lading, nor a copy or duplicate, covering the property named herein, and is intended solely for filing or record.

Shipper's No.

Agent's No.

RECEIVED, subject to the classifications and tariffs in effect on the date of the receipt by the carrier of the property described in the Original Bill of Lading.

from..... the goods described below, in apparent good order, except as noted (contents and condition of contents of packages unknown), marked, consigned and destined as indicated below, which said Railway agrees to carry to its usual place of delivery at said destination if on its road, otherwise to deliver to another carrier on the route to said destination. It is mutually agreed as to each carrier of all or any of said goods over all or any portion of said route to destination, and as to each party at any time interested in all or any of said goods, that every service to be performed hereunder shall be subject to all the conditions, whether printed or written, herein contained (including conditions on back hereof) and which are agreed to by the shipper and accepted for himself and his assigns.

The Rate of Freight from.....

to..... is in Cents per 100 Lbs. IF Special

[illegible]

(Mail Address—Not for purposes of Delivery)

Consigned to 1. Jeffery P.W.D.

Destination New Brunswick Province or N.B. County of _____
State of _____

Route _____ Car Initial _____ Car No. _____

[illegible]

..... Shipper Agent

Per _____ Per _____

CONDITIONS

Sec. 1. The Carrier of any of the goods herein described shall be liable for any loss thereof or damage thereto except as hereinafter provided.

Sec. 2. In the case of shipments from one point in Canada to another point in Canada, or where goods are shipped under a joint tariff the Carrier issuing this bill of lading in addition to its other liability, hereunder, shall be liable for any loss, damage, or injury to such goods from which the other Carrier is not by the terms of this bill of lading relieved, caused by or resulting from the act, neglect or default of any other Carrier in which such goods may be delivered in Canada, or under such joint tariff, the onus of proving that such loss was not so caused or did not so result being upon the Carrier issuing this bill of lading. The Carrier issuing this bill of lading shall be entitled to recover from the other Carrier on whose line or lines the loss, damage, or injury to the said goods shall have been sustained the amount of such loss, damage, or injury as it may be required to pay hereunder, as may be evidenced by any receipt, judgment, or transcript thereof. Nothing in this section shall deprive the holder of this bill of lading or party entitled to the goods of any remedy or right of action which he may have against the Carrier issuing this bill of lading or any other Carrier.

Sec. 3. The Carrier shall not be liable for loss, damage, or delay to any of the goods herein described, caused by the act of God, the King's or public enemies, riots, strikes, defect, or inherent vice in the goods, or the act or default of the shipper or owner; for differences in weights of grain, seed, or other commodities caused by natural shrinkage or discrepancies in elevator weights when the elevators are not operated by the Carrier, unless the weights are evidenced by Government certificate; the authority of law or by quarantine. For loss, damage, or delay, except where cargo is to be performed by the Carrier or its agents, caused by fire occurring after forty-eight hours (exclusive of legal holidays), or in the case of bonded goods, seventy-two hours (exclusive of legal holidays), after written notice of the arrival of said goods at destination or at port of export (if intended for export and not covered by a through bill of lading) has been sent or given, the Carrier's liability shall be that of warehouseman only. Except in case of negligence of the Carrier (and the burden of proving freedom from such negligence shall be on the Carrier), the Carrier shall not be liable for loss, damage, or delay occurring while the goods are stopped and held in transit upon the request of the party entitled to make such request. When in accordance with general custom, on account of the nature of the goods, or at the request of the shipper, the goods are transported in open cars, the Carrier (except in case of loss or damage by fire, in which case the liability shall be the same as though the goods had been carried in closed cars) shall be liable only for negligence, and the burden of proving freedom from such negligence shall be on the Carrier.

Sec. 4. No Carrier is bound to transport said goods by any particular train or vessel, or in time for any particular market or otherwise than as required by law, unless by specific agreement endorsed hereon. Every Carrier in case of physical necessity shall have the right to forward said goods by any railway or route between the point of shipment and the point of destination; but if such diversion be from a rail to a water route the liability of the Carrier shall be the same as though the entire carriage were by rail.

The amount of any loss or damage for which any Carrier is liable shall be computed on the basis of the value of the goods at the place and time of shipment under this bill of lading (including the freight and other charges if paid, and the duty if paid or payable and not refunded), unless a lower value has been represented in writing by the shipper or has been agreed upon or is determined by the classification or tariff upon which the rate is based, in any of which events such lower value shall be the amount to govern such computation; whether or not such loss or damage occurs from negligence.

When under the terms of the classification or special reduced tariffs, the goods are carried at owner's risk, such conditions are intended to cover only such risks as are necessarily incidental to transportation and shall not relieve the Carrier from liability for any loss, damage or delay which may result from any negligence or omission of the Carrier, its agents or employees, and the burden of proving freedom from such negligence or omission shall be on the Carrier.

Notice of loss, damage or delay must be made in writing to the Carrier at the point of delivery, or to the Carrier at the point of origin, within four months after delivery of the goods, or in case of failure to make delivery then within four months after a reasonable time for delivery has elapsed. Unless notice is so given the Carrier shall not be liable.

Any Carrier or party liable on account of loss of or damage to any of said goods, on reimbursing to the insured the premiums paid in respect thereof, shall have the full benefit of any insurance that may have been effected upon or on account of said goods, so far as this shall not avoid the policies or contracts of insurance.

Sec. 5. Grain in bulk consigned to a point where the Carrier has an elevator or warehouse, or where there is a public or licensed elevator or warehouse, may be there delivered and placed with other grain of the same kind and grade without respect to ownership: Provided that this shall not apply to a point of final delivery if it is otherwise expressly noted hereon, unless the grain is not promptly unloaded after written notice of arrival has been sent or given to the person named herein. Grain so delivered shall be subject to a lien for elevator charges in addition to all other charges hereunder.

Sec. 6. Goods not removed by the party entitled to receive them within forty-eight hours (exclusive of legal holidays), or in the case of bonded goods, within seventy-two hours (exclusive of legal holidays), after written notice has been sent or given, may be kept in car, station, or place of delivery or warehouse of the Carrier, subject to a reasonable charge for storage and to the Carrier's responsibility as warehouseman only, or may at the option of the Carrier (after written notice of the Carrier's intention to do so has been sent or given), be removed to and stored in a public or licensed warehouse at the cost of the owner and there held at the risk of the owner and without liability on the part of the Carrier, and subject to a lien for all freight and other lawful charges, including a reasonable charge for storage.

Goods in carloads shipped from a private siding or a station, wharf, or landing, where there is no duly authorized agent, shall be at the risk of the owner until the car is lifted or bill of lading is issued by the Carrier, and thereafter shall be at the risk of the Carrier. Goods in carloads destined to a private siding, or station, wharf, or landing, where there is no duly authorized agent, shall be at the risk of the Carrier until placed on the delivery siding.

All goods shall be subject to necessary coopersage and baling at owner's cost.

Sec. 7. No Carrier shall be bound to carry any documents, specie, or any articles of extraordinary value not specifically rated in the published classification or tariffs unless a special agreement to do so (the duty of obtaining such special agreement to be on the Carrier when the nature of such goods is disclosed herein) and a stipulated value of the articles are endorsed hereon. If such goods are carried without a special agreement and the nature of the goods is not disclosed hereon the Carrier shall not be liable for any loss or damage thereto.

Sec. 8. The owner or consignee shall pay the freight and all other lawful charges according to said goods, and, if required, shall pay the same before delivery. If upon inspection it is ascertained that the goods shipped are not those described in this bill of lading, the freight charges must be paid upon the goods actually shipped, with any additional penalties lawfully payable thereon.

Sec. 9. Except in case of diversion from rail to water route, which is provided for in Section 4 hereof, and except as provided hereafter, if all or any part of said goods is carried by water over any part of said route, such water carriage shall be performed subject to the liabilities, limitations, and exemptions provided by statute and to the conditions contained in this bill of lading not inconsistent with such statute or this section, and subject also to the condition that no carrier or party in possession shall be liable for any loss or damage resulting from the perils of the lake, sea, or other waters; or from explosion, bursting of boilers, or breakage of shafts not arising from the negligence of the Carrier, or from any latent defect in hull, machinery, or appliances; or from collision, stranding, or other accidents of navigation or from prolongation of the voyage. And any vessel carrying any or all of the goods herein described shall be at liberty to call at intermediate ports, to tow and be towed, and assist vessels in distress, and to deviate for the purpose of saving life or goods.

The term "water carriage" in this section shall not be construed as including lightering or car-ferriage across rivers, or in lake or other harbors, and the liability for such lightering or car-ferriage shall be governed by the other sections hereof.

If the goods are being carried under a tariff which provides that any Carrier or Carriers party thereto shall be liable for loss from perils of the sea, then as to such Carrier or Carriers the provisions of this section shall be modified in accordance with the provisions of the tariff, which shall be treated as incorporated into the conditions of this bill of lading.

Sec. 10. Every party, whether principal or agent, shipping explosives or dangerous goods without previous full written disclosure to the Carrier or its agent of their nature, shall be liable for all loss or damage caused thereby, and such goods may be warehoused at owner's risk and expense or destroyed without compensation.

Sec. 11. Any alteration, addition or erasure in this bill of lading shall be signed or initialed in the margin by an agent of the Carrier issuing the same, and if not so signed or initialed shall be without effect, and this bill of lading shall be enforceable according to its original tenor.

Novr. 20th, 1933

E.H. Verner, Esq.,
Public Works Engr.,
New Westminster,
B.C.

New West.

3077

re Cable

This is to advise that I instructed General Foreman, Saanich, to ship to you approximately 3600' 5/8" cable to be used for highway protection bridge approaches. This was shipped via C.N.R. on Saturday morning the 18th instant addressed to Mr. T. Gifford, Public Works Department, New Westminster. Kindly advise Mr. Gifford.

P. PHILIP

Chief Engineer.

WW:VC.

DEPARTMENT OF PUBLIC WORKS

FROM CHIEF ENGINEER	TO J. Armstrong, Esq., Mechanical Supt., Buildings.	DATE November 17th, 1933. ELECTORAL DISTRICT New West. OUR FILE 3077 YOUR FILE
SUBJECT New Westminster Bridge.		REFERENCE YOUR LETTER



36231 ← Please arrange forthwith to ship to Mr. T. Gifford at New Westminster Bridge, via C.N.R., the drum of 5/8 Cable approximately 4,500 feet, presently at Burnside. This ^{material} work is to be required for highway protection bridge approaches. The cost of the freight to be charged against Westminster District Vote.

Kindly advise both Mr. Gifford and Mr. E. H. Verner as to when cable may be expected with the details of shipment. Mr. Verner will arrange to pay the freight.

NOTED	_____
ANSWERED	_____
ATTENDED TO	_____
18 1933	
MECHANICAL SUPT. PUBLIC WORKS DEPT. VICTORIA, B. C.	

P. PHILIP.

GPN:NP

386554

M.S.

File 3077

November 17th,
1933.

New Westminster District.
New Westminster Bridge

Sir:

I herewith enclose copy
of memorandum to the Mechanical Superintendent
for your information and necessary action,
please.

Yours obediently,

P. PHILIP.

Chief Engineer.

Thos. Gifford, Esq.,
Bridge Superintendent,
Fraser River Bridge,
New Westminster, B. C.

CPN:NP
Encl:

November 17th, 1933.

E.H.Verner, Esq.,
Public Works Engineer,
Court House,
New Westminster, B.C.

New Westminster

3077

New Westminster Bridge

I herewith enclose copy of
memorandum to the Mechanical Superinten-
dent.

Will you kindly arrange in
accordance therewith, please.

P. PHILIP.

GPN:NP

Encl:

October 2nd,
1933.

New Westminster Bridge - RE:
Public Vehicles - Gross Weight
of over 8 Tons.

MEMORANDUM: G.P. Napier, Esq., Chief Engineer and
Deputy Minister of Railways, Buildings.

I am enclosing herewith copy of my letter to the Traffic Superintendent of the 28th of September, together with a copy of his reply and copy of enclosure referred to by Mr. Taylor.

You will note that G.M.C. truck, Public Vehicle Licence No. 348, has, when loaded, a gross weight in excess of the 8 tons permitted and I shall be glad to receive your comments in this respect.

I also wish to draw attention to the last paragraph of Mr. Thomas Taylor's letter and would be glad to be advised whether you wish this matter to be looked into further.

P. PHILIP

ICB:MIB
Encls.

Oct. 3rd, 1933.

Thomas Taylor, Esq.,
Traffic Supt.,
Court House,
Vancouver, B.C.

3077

106-0-0

New Westminster Bridge
RE: Public Vehicles - Gross weight of
over 8 Tons.

Sept. 30th

I wish to thank you for your report,
above date and file, copy of which I
have forwarded to the Deputy Minister
of Railways and shall advise you in
due course with regard to G.M.C. truck
with public vehicle licence No. 348.

P. PHILIP

ICB:MIB

DEPARTMENT OF PUBLIC WORKS

FROM Traffic Supt., Court House, Vancouver, B.C.	TO Chief Engineer, Parliament Bldg., Victoria, B.C.	DATE September 30/33 ELECTORAL DISTRICT OUR FILE 106-0-0 YOUR FILE
SUBJECT New Westminster Bridge RE: Public Vehicles--Gross weight of over 8 Tons		REFERENCE YOUR LETTER

Replying to your favor of the 28th instant in connection with the above, I beg to advise I made a careful check of all public vehicles routed via New Westminster Bridge and I find the only freight vehicle so licensed of over 8Ton gross is a G.M.C. truck, P.V. Licence #348 owned by the Emery Transfer Company, of Chilliwack, particulars of which are as follows:

Weight of truck, empty	8,000lbs.
Capacity Load	9,000lbs.
Number of axles	2
Width over all	7'4"
Length over all	25'
Wheel-base	202"
Tires	36X8

This truck is used generally in transporting milk, and I am informed by Traffic Inspector Black it is seldom loaded to capacity, and when this does occur, the excess load is transferred to a light truck standing at the west side of the Bridge.

Mr. Black has weighed up trucks passing over the Bridge at frequent intervals for the last three years and he informs me that all public freight vehicle operators using the Bridge are conversant with the Bridge regulations and adhere strictly to them; whereas through ignorance or otherwise the private and contract truck operator is often found carrying loads in excess of the Bridge regulations.

As to public passenger vehicle busses, the Pacific Stages and the North Coast Lines Ltd., operate several coaches daily of a gross weight up to 12Tons, with the approval of the Railway Dept. and I am enclosing a copy of a letter of July 22/32 to Mark Cosgrove, Solicitor, this City from the Deputy Minister and Chief Engineer of Railways dealing with the question of the use of the Bridge by over-weight busses.

TT/LW
Encl.

383761

Thomas Taylor Asst. Eng.

July 25th
1932.

Mark Cosgrove, Esq.,
Barrister,
207 Standard Bank Bldg.,
VANCOUVER, B.C.

Dear Sir:

Re: Fraser River Bridge Traffic
Regulations

Referring to your communication of the 25th inst., I wrote you on the 22nd of April that the heaviest bus permitted to cross the Bridge is a "Z" model; forty passenger capacity, with a gross load of 12 tons; wheel-base, 20'; and, that two of them cannot cross on the Bridge.

The Bridge is safe for two continuous lines of trucks having a gross weight of 8 tons - one line going north and the other south, but is not safe for any heavier loading.

There are only three busses crossing which have a gross load of 12 tons and loaded to capacity, and with one of these busses interjected between the 8-ton trucks does not over-stress the steel on any of the spans but we do not propose to permit any further extension of that traffic so that under the existing conditions, with no truck exceeding 8 tons gross, the public is being safeguarded, except that we find, notwithstanding, that the truck owners had been warned, we have had some prosecuted for overloading. The next move for the protection of the public will be to cancel the licenses.

No trucks will be permitted over 8 tons gross.

Yours truly,

Deputy Minister and
Chief Engineer of Railways.

FMM

COPY

File 12.9

July 29th
1932.

DEPT. OF RAILWAYS
Victoria, B.C.

P. Philip, Esq.,
Chief Engineer,
Dept. of Public Works,
Buildings.

Dear Sir:

Re: Public Freight Service
Complaint of Country
Freight Lines, Load
Restrictions - New West-
minster Bridge.

Referring to your communication of the 20th of June
I did not hear from Mr. Cosgrove until the 25th of
this month and I herewith enclose copy of my
communication to him, dated the 26th.

Yours truly,

"J.E. Griffith"

Deputy Minister and
Chief Engineer of
Railways.

JEG/FMM
Encl.

Sept. 28th, 1933.

Thomas Taylor, Esq.,
Traffic Supt.,
Court House,
Vancouver, B.C.

3077 & 5608

NEW WESTMINSTER BRIDGE

As you are aware, the Minister of Public Works does not, at the present time, have jurisdiction over matters concerning New Westminster Bridge.

It will, therefore, be necessary in all cases where the issuance of a public vehicle licence requires same to cross New Westminster Bridge - where the gross load of such vehicle may exceed 8 tons - that, before the licence is issued, the matter be drawn to my attention in order that the approval of the Minister of Railways may be obtained.

In submitting such applications, it will be necessary to supply information showing the wheel base of the vehicle, its gross weight and also the maximum weight to be carried on each axle, together with a note as to the tire equipment of the vehicle.

In the above connection, will you kindly review all licences which are presently extant, requiring any licensed public vehicle to cross New Westminster Bridge and report all cases to me where the gross weight is in excess or appears to be likely in excess of eight tons in order that the matter may be looked into.

P. PHILIP

ICB:MIB

3077

To:

G. P. Napier, Esq.,
Deputy Minister of Railways,
Victoria, B. C.

In pursuance of the powers vested in me by section 53 of the "Highway Act," being Chapter 24 of the Statutes of British Columbia, of 1930, I HEREBY AUTHORIZE you to exercise the powers vested in me as Minister of Public Works under the said section to make regulations from time to time prescribing the conditions upon which traffic of any kind may be carried across the Fraser River Bridge at New Westminster, B. C., in accordance with the provisions of the said section.

DATED at Victoria this Eighteenth day of
September, A. D. 1933.

Wm. Savage

Minister of Public Works.

To:

G. P. Napier, Esq.,
Deputy Minister of Railways,
Victoria, B. C.

In pursuance of the powers vested in me by section 58 of the "Highway Act," being Chapter 24 of the Statutes of British Columbia, of 1930, I HEREBY AUTHORIZE you to exercise the powers vested in me as Minister of Public Works under the said section to make regulations from time to time prescribing the conditions upon which traffic of any kind may be carried across the Fraser River Bridge at New Westminster, B. C., in accordance with the provisions of the said section.

DATED at Victoria this Eighteenth day of
September, A. D. 1933.

Wm. Savage
Minister of Public Works.

To:

G. P. Hapler, Esq.,
Deputy Minister of Railways,
Victoria, B. C.

In pursuance of the powers vested in me by section 58 of the "Highway Act," being Chapter 24 of the Statutes of British Columbia, of 1930, I HEREBY AUTHORIZE you to exercise the powers vested in me as Minister of Public Works under the said section to make regulations from time to time prescribing the conditions upon which traffic of any kind may be carried across the Fraser River Bridge at New Westminster, B. C., in accordance with the provisions of the said section.

DATED at Victoria this Eighteenth day of
September, A. D. 1932.

Wm. Savage
Minister of Public Works.

To:

C. P. Napier, Esq.,
Deputy Minister of Railways,
Victoria, B. C.

In pursuance of the powers vested in me by section 58 of the "Highway Act," being Chapter 24 of the Statutes of British Columbia, of 1930, I HEREBY AUTHORISE you to exercise the powers vested in me as Minister of Public Works under the said section to make regulations from time to time prescribing the conditions upon which traffic of any kind may be carried across the Fraser River Bridge at New Westminster, B. C., in accordance with the provisions of the said section.

DATED at Victoria this Eighteenth day of
September, A. D. 1932.

Wm. Savage
Minister of Public Works.

To:

G.P. Napier, Esq.,
Deputy Minister of Railways,
Victoria, B.C.

In pursuance of the powers vested in me by section 58 of the "Highway Act," being Chapter 24 of the Statutes of British Columbia, of 1930, I HEREBY AUTHORIZE you to exercise the powers vested in me as Minister of Public Works under the said section to make regulations from time to time prescribing the conditions upon which traffic of any kind may be carried across the Fraser River Bridge at New Westminster, B.C., in accordance with the provisions of the said section.

DATED at Victoria this fifth day of
September, A.D., 1933.

"R. H. POOLEY"

— Minister of Public Works.

To:

G.P. Napier, Esq.,
Deputy Minister of Railways,
Victoria, B.C.

In pursuance of the powers vested in me by section 58 of the "Highway Act," being Chapter 24 of the Statutes of British Columbia, of 1920, I HEREBY AUTHORIZE you to exercise the powers vested in me as Minister of Public Works under the said section to make regulations from time to time prescribing the conditions upon which traffic of any kind may be carried across the Fraser River Bridge at New Westminster, B.C., in accordance with the provisions of the said section.

DATED at Victoria this fifth day of
September, A.D., 1933.

"R. H. POOLEY"

— Minister of Public Works.

To:

G.P. Napier, Esq.,
Deputy Minister of Railways,
Victoria, B.C.

In pursuance of the powers vested in me by section 58 of the "Highway Act," being Chapter 24 of the Statutes of British Columbia, of 1930, I HEREBY AUTHORIZE you to exercise the powers vested in me as Minister of Public Works under the said section to make regulations from time to time prescribing the conditions upon which traffic of any kind may be carried across the Fraser River Bridge at New Westminster, B.C., in accordance with the provisions of the said section.

DATED at Victoria this fifth day of
September, A.D., 1933.

"R. H. POOLEY"

— Minister of Public Works.

3077

DEPARTMENT OF PUBLIC WORKS

FROM Traffic Supt., Court House, VANCOUVER, B.C.	TO Chief Engineer, Parliament Buildings, VICTORIA, B.C.	DATE Sept. 1, 1933. ELECTORAL DISTRICT OUR FILE 108-0-0 YOUR FILE 3077
SUBJECT WEIGHING OF VEHICLES - New Westminster Bridge.		REFERENCE YOUR LETTER



I have discussed with Traffic Inspector Black Mr. Stewart's report of August 22nd, together with your letter of the 29th ultimo, with reference to the weighing of dual tired trucks by Loadometers, and he advises me there is no difficulty whatever in weighing up motor-vehicles so tired. He expresses the opinion, however, that Mr. Stewart must have had in mind the six-wheel truck, which he tells me, can not be weighed up with the Loadometers for the reason that immediately the weight is taken on ~~either of the~~ back wheels, they are so balanced that the load is shifted entirely to the other wheels resting on the ground. However, there are only a few six-wheel trucks operating over the Bridge, and it would be no very great inconvenience to have these weighed when found necessary on Gilleys scales in New Westminster.

Mr. Black wishes me to state, he will be pleased to give his services, when so desired, towards instructing any Bridge employee in the proper use of the Loadometers.

Thomas Taylor

TT:MB



382134

Post Eng

Aug. 29th, 1933.

Thomas Taylor, Esq.,
Traffic Supt.,
Court House,
Vancouver, B.C.

3077

108-0-0

weighing of vehicles - New
Westminster Bridge.

Aug. 23rd.

Please refer to Mr. Stewart's report
of August 22nd which you kindly enclosed
under cover of your letter of August 23rd.

You will note statement made that "it is
impossible to weigh a dual tire truck by
loadometer."

As I am under the impression that Mr.
Black is constantly weighing trucks of
this nature, I shall appreciate receiving
a memorandum from Mr. Black, through you,
outlining the methods which he has found
satisfactory for weighing various trucks
with dual wheels and with multiple axles
and outlining any difficulties which have
presented themselves in this connection.

P. PHILIP

ICB:MIB

3077

DEPARTMENT OF PUBLIC WORKS

FROM Traffic Supt., Court House, Vancouver, B.C.	To Chief Engineer, Parliament Buildings, VICTORIA, B.C.	DATE August 23rd, 1933 ELECTORAL DISTRICT OUR FILE 108-0-0 YOUR FILE 3077
SUBJECT Weighing of vehicles - New Westminster Bridge.		REFERENCE YOUR LETTER

With reference to your favour of the 18th instant in connection with the above, I beg to say I had an opportunity recently of discussing this matter with Mr. Stewart, Resident Engineer, New Westminster, and Mr. Gifford, Superintendent of the Bridge, and the former has submitted his views to the Deputy Minister of Railways by letter, and was good enough to forward a copy to me, which I am enclosing.

Thomas L. Gifford

TT:MB
encl.



381547

Amt. Eng.
8/23
Allen

August 23rd, 1953

Traffic Supt.,
Court House,
Vancouver, B.C.

Chief Engineer,
Parliament Buildings,
VICTORIA, B.C.

108-0-0

3077

Weighing of vehicles - New
Westminster Bridge.

With reference to your favour of the 18th instant in connection with the above, I beg to say I had an opportunity recently of discussing this matter with Mr. Stewart, Resident Engineer, New Westminster, and Mr. Gifford, Superintendent of the Bridge, and the former has submitted his views to the Deputy Minister of Railways by letter, and was good enough to forward a copy to me, which I am enclosing.

TT:MB
encl.

COPY

RAILWAYS.
Fraser River Bridge,
New Westminster, B.C.

22nd August, 1933.

G.P. Napier, Esq.,
Deputy Minister and Chief
Engineer of Railways,
Victoria, B.C.

Dear Sir:-

I beg to acknowledge receipt of your letter of the 17th inst.

Replying in part with reference to special permits for overweight vehicles, I explained your views to Mr. Gifford and we would propose the following for your approval:-

It would seem from past correspondence that although prosecutions were made under the Highway Act, anything pertaining to loads, width of trucks, etc. of vehicles crossing the Bridge had nothing to do with the Public Works Department; vide letter of April 24th, 1931, file 12.9. In the matter of prosecutions Mr. Griffith received permission from the Minister of Public Works to prosecute. Might this not be done again? We are of opinion that for purposes of control it would be more efficient to have undivided authority with an efficient man in charge. Trucks can be scrutinized at the Bridge and any difficulties at once referred to Mr. Gifford.

We would suggest that the man stationed at the north end of the Bridge with the scales must be a special constable in uniform with authority to issue the permit together with a circular letter in which the rules and regulations governing the passage of over 8 tons are set forth. Also that it is essential that we should have our own loadometer as it would be continually in use. As it is impossible to weigh a dual-tire truck by loadometer this man should be given the necessary authority to take trucks to standard scales if thought necessary or in case of dispute.

Mr. Gifford might also be given the above authority so that permits might be issued when the regular man was off duty.

Authority should also be given this man to pick up drivers without drivers licenses, car licenses, and number plates, as previously a number of these were found and one difficulty in prosecuting was in fixing the responsibility for the overload whether the driver or the owner. It is our opinion that if the operators of trucks understand that any infringement will entail loss of permit, control of loading will not be difficult, and can

RAILWAYS.

22nd, August, 1933.

-2-

be handled by one man at random hours. Further would suggest that no permit be issued to trucks with solid tires.

The cancellation of permits would be left to the magistrate. As the Bridge is not considered to be within the limits of the City of New Westminster nor within the municipality of Surrey all prosecutions are made by the Provincial Police before Provincial Magistrate Harry Johnston.

Mr. Gifford and I saw Mr. Thos. Taylor in connection with the above and I understand he is writing to you himself.

Yours truly,

RES. ENGR.

3077

August 18th,
1933.

Weighing of Vehicles
New Westminster Bridge.

Dear Sir:-

I am enclosing herewith copy
of my letter of even date to Mr. Thomas
Taylor, Traffic Superintendent at
Vancouver, which is self-explanatory.

Yours obediently,

P. PHILIP

Chief Engineer.

T. Gifford, Esq.,
Superintendent,
Fraser River Bridge,
New Westminster, B.C.

ICB:MIB
Encl.

3077

August 18th,
1933.

Weighing of Vehicles
New Westminster Bridge.

Dear Sir:-

I am enclosing herewith copy
of my letter of even date to Mr. Thomas
Taylor, Traffic Superintendent at
Vancouver, which is self-explanatory.

Yours obediently,

P. PHILIP

Chief Engineer.

J.M. Stewart, Esq.,
Resident Engineer,
New Westminster Bridge,
New Westminster, B.C.

ICB:MIB
Encls.

August 18th, 1933.

Thomas Taylor, Esq.,
Traffic Supt.,
Court House,
Vancouver, B.C.

3077

Weighing of Vehicles - New
Westminster Bridge.

I am advised by the Deputy Minister and Chief Engineer of Railways that consideration is being given to permit certain vehicles to use the New Westminster Bridge under a permit system with gross loads in excess of the present limit of eight tons, subject to certain conditions as to design and equipment and safety of operation.

In this connection, I am enclosing herewith copy of letter from the Deputy Minister and Chief Engineer of Railways to Mr. T. Gifford, Bridge Superintendent, dated July 18th, and copy of his reply of the 31st of July.

I understand that it is the intention of the Railway Department to ask the Minister of Public Works to attend to the matter of issuing special permits of this nature, but, even if such permits are issued, the Railway Department has no means of seeing that the terms of any permits are complied with and has no funds to allow of this being done.

It appears to me that this Department could be of assistance in this matter if it could be arranged to allow Mr. F. Black, Traffic Inspector, from time to time, to check up the weights of vehicles crossing the bridge; in doing this, Mr. Black would also be enabled to obtain the weights of vehicles using our highways and crossing the bridge, thus very little additional expense would be involved.

In this connection, Mr. J.M. Stewart, Resident Engineer at New Westminster Bridge, has been instructed to get in touch with you to discuss the matter and I am very anxious to assist the Railway Department in this matter as far as possible.

Will you kindly reply to me after you have had an opportunity of discussing the matter with Mr. Stewart.

P. PHILIP

ICB:MIB



THE GOVERNMENT OF
THE PROVINCE OF BRITISH COLUMBIA

Department of Railways
VICTORIA, B.C.

2077

July 18th,
1933.

G.M. Duncan, Esq.,
Designing Engineer,
Public Works Department,
Buildings.

Dear Sir:

Please accept my thanks
for your reports of the 13th and 14th instant.
These are greatly appreciated.

I enclose for your information, copy of my letter of even date to Mr. J. Robertson, Contract Engineer of the Dominion Bridge Company.

Yours very truly,

Deputy Minister and
Chief Engineer of Railways.

GPN:NP

Encl:

579575

GMD

July 18th,
1933.

J. Robertson, Esq.,
Contract Engineer,
Dominion Bridge Company,
275 W. 1st Ave.,
Vancouver, B.C.

Dear Sir:

Adverting to your letter of the 23rd June last, Mr. Duncan the Public Works Designing Engineer has now had an opportunity of going into the details of the strength of the northerly approach and first span of the New Westminster Bridge. He has also generally enquired into the strength of the balance of the structure and he is of the opinion that the balance, namely, the second and consecutive spans th the southerly bank are capable of carrying 12 tons at 32 ft. centres, 10 tons at 27 ft. centres; and 8 tons at 21 ft. centres with 30% impact additional in each case. This for two lines of traffic. This loading on the approach and first span will develop a fibre stress in bending of 20,000 lbs. per sq. inch which is 25% greater than what the bridge was designed for. The weak link in this section being the cross beam L-2.

Mr. Duncan is of the opinion that this section of the bridge can be brought to a condition of an equal strength with the balance by inserting a cover plate 12 inches x 1/2 inch to the top and bottom flanges and thus reduce the stress to 12,650 lbs. per sq. inch under the loading above. Extra ties have recently been added to support the floor system and it is proposed when renewing these in the future to have them put in in pairs of say 10"x 12" at the necessary centres so as to be capable of supporting the loads from the rear axles of 2 - 12 ton trucks. The truck loadings referred to above are taken as being those in the C.E.S.A. Specification A-6, 1929.

Your firm has had an opportunity of very carefully considering the stresses in New Westminster Bridge and I would appreciate your advising me as to whether or not you can confirm Mr. Duncan's figures and if so, I would like from you a price for carrying out Mr. Duncan's suggestions of inserting the two cover plates.

If it would be of any assistance to you in checking Mr. Duncan's figures I can arrange for him to visit you in Vancouver and go into the matter with you there.

We of course, have no funds available this year to have the work put in hand but I would like if it can be arranged, that provision should be made in the estimates for the coming fiscal year as the Mill Owners, Manufacturers and others in the Lower Fraser Valley are being put to great inconvenience and considerable expense which I think can be considerably alleviated by allowing increased loads here. In the meantime I am proposing to have issued individual permits for a 12 ton semi trailer truck, a 9 ton truck with a 210 inch wheel base and for a 12 thousand gallon tank truck having a distributed load of 24 thousand lbs. on six wheels of approximately 7'6" wheel base between axles. These permits will be issued subject to certain conditions of speed; of maintaining a fixed distance between vehicles ahead of them, etc., and will be under rigid control as to exceeding the loads specified. Mr. Duncan has recommended that these permits should be granted and if you have the figures available I should like your confirmation.

Yours sincerely,

Deputy Minister and
Chief Engineer of Railways.

MAY 19th
1933

New Westminster Bridge

Dear Major Grant:

In reply to your letter of the 17th instant, in connection with the reconstruction of the above bridge, I am afraid there is a misunderstanding on your part in regard to this matter.

When you called you will recollect that I explained the whole matter was one which did not come under my supervision, the bridge being administered by the Department of Railways and any interest I have shown in the matter was out of courtesy to you as you wished to interest me in an engineering problem.

You will see from the above that I am unable to give you any data, nor can I give you permission to visit the structure as requested in the last paragraph of your letter.

Yours very truly,

Chief Engineer.

Major J. R. Grant,
Structural Engineer,
1202 Bekins Building,
Vancouver, B. C.

PP:AW

3077.

J. R. GRANT
STRUCTURAL ENGINEER

MEMBER OF
ASSOCIATION OF PROFESSIONAL ENGINEERS
OF B.C.
ENGINEERING INSTITUTE OF CANADA
AMERICAN SOCIETY OF CIVIL ENGINEERS
AMERICAN CONCRETE INSTITUTE

TELEPHONE SEYMOUR 102
1202 BEKINS BUILDING
PENDER AND BEATTY STS.

VANCOUVER, B. C.

17th. May, 1933.

CHIEF ENGINEER OF D.P.W.

ANSWERED

MAY 19 1933

VICTORIA, B. C.



P. Philip, Esq.
Deputy Minister and
Public Works Engineer,
Parliament Buildings,
Victoria, B. C.

Dear Sir:-

Re: Suggested reconstruction, Bridge over
Fraser River at New Westminster, B. C.

You appeared much interested in my suggestion for the reconstruction of the Fraser River Bridge at New Westminster and in the blue print I left with you on the 21st. February, 1933. You asked me if I had made an estimate of the cost of the suggested reconstruction. I had not done so, but if you consider it advisable I will be pleased to do so, basing my figures on a width of 28 feet for the three lane roadway and providing for only one sidewalk, which I believe is all that is required for this structure.

The highway deck would have an overall width of about 33 feet or the distance from the center line to the outer edge of the railing would be about 3 feet more than for the present swing span on the sidewalk side. This should not interfere in any way with navigation as it would be about 90 feet above the water line and considerably higher than the present projecting sidewalk.

I also wish to work out the system of erection and submit it to some one who has had a wide experience on such work, before submitting it to you for consideration.

If you can send me a plan showing the present south approach it will assist me in preparing a more complete plan of the suggested reconstruction. I trust there is no objection to my visiting the structure to obtain information and photographs which will help me in studying the project.

Yours very truly,

J. R. Grant

874719

CCE

30/11

April 5, 1933.

NOTES FOR THE MINISTER OF PUBLIC WORKS:

Chief Engineer Shearwood of the Dominion Bridge Company under date of 11th August, 1931, reported the bridge was reinforced in 1924 so as to make it safe to run a train of cars weighing 6,000 lbs. per lineal ft. headed by two locomotives weighing at slow speed, also highway traffic consisting of two lines of motor cars weighing not over 9 tons and spaced not over 20 ft. apart.

The load on the walk-way was neglected, the trusses were calculated for the foregoing loading, plus 50% of the usual impact allowance on railway bridges with unrestricted traffic speed ...
.....
The floor system for the railway was reinforced to meet the requirements of the full impact allowances,
it being felt that this part of the structure is constantly fully loaded and is also apt to receive shocks from unbalanced or flat wheels.

I agree with Mr. Swan that the bridge is overloaded in comparison with first class modern structures and that it should not be expected to be kept in full service indefinitely. While I consider the Bridge is safe to carry the railway loading, its safety for the present highway traffic may not be quite so assured. In the investigations of 1924 this traffic was assumed to not exceed two lines of motors weighing 18,300, total weight, spaced 20' apart. No impact was added to this weight as it was assumed the speed would be low when both lines of traffic were loaded on account of its rather narrow width.

Without having seen the effect of seven years of use on the behaviour of the present spans under present loading, especially the highway traffic, I believe the bridge should still be safe for the restricted loads it was reinforced for in 1924, but it must be realized that no excess loading should be permitted,
.....
and that the effect of dense highway traffic be watched and excess horizontal forces or vibrations from rough roadway surfaces or sudden starting or stopping of loads be avoided.

C
O
P
Y

1 9 3 2

March 24

C. E. Clark, Esq.,
Rural Truck Lines Ltd.,
32 Water St.,
Vancouver, B. C.

Dear Sir:-

Re Fraser River Bridge -
Highway Traffic.

Referring to your communication of 17th inst., to hand to-day, I beg to advise that eight years ago the steel structure was reinforced at a cost of about \$200,000.00. This included the steel work supporting the highway traffic to carry trucks weighing 8 tons.

The bridge was erected about twenty-eight years ago and the highway portion on the spans carrying the railway track was only intended for the highway traffic of that day, very little leeway being allowed for increasing weight. The railway portion, however, was comparatively stronger; although not able to carry the heaviest locomotives in service to-day the Railway Companies are satisfied.

The maximum load on the highway has always been 8 tons gross since the reinforcing, although it was noticed some time ago that heavier loads were being taken over, but they were fairly well distributed between the automobiles. Of late however, it has been getting heavier and closer together, so it was decided last Fall, before taking any action that the Dominion Bridge Company (who built the bridge), be requested to report on the physical condition of the structure as it is now, and a traffic survey dealing particularly with the vehicular traffic. Their investigations have been completed, and a full Report filed a short time ago. It is not necessary to go into details further than to inform you that the traffic was found to be much heavier than it was thought to be, and their decision is that no trucks weighing more than 8 tons gross can be safely allowed to cross the bridge. The busses however, owing to their longer wheel base weighing 18,800 lbs. gross can be permitted. The speed must also be reduced to 15 miles per hour, and to the end that the safety of the general public be protected these regulations will be rigidly enforced and prosecutions follow future infraction, after the end of this month (31st March).

Shortly, the highway deck is not strong enough to carry the loads of to-day and cannot be strengthened any more. We are dealing with facts and it should be apparent with this knowledge that insofar as we are concerned it is not a question of policy or re-consideration, but purely an engineering problem of strength of material sustaining the highway deck.

Yours truly,

"J. E. Griffith"

Deputy Minister and Chief
Engineer of Railways.

P.S. The 8 ton trucks will be permitted to haul a trailer if desired as the weight will then be well distributed.

3077

Public Works Engr.,
Court House,
New Weststr.,
B. C.

P. Philip, Esq.,
Chief Engineer,
Parliament Bldgs.,
VICTORIA, B.C.

Jan. 21st, 1933.

Engr. #2

2-0-55
5560

Traffic Statistics - New Westminster
Bridge

Jan. 19/33.

We know of no unusual circumstance to affect the traffic figures on the days referred to. On Consulting Mr. Gifford, he states that he thinks there was some special attraction on July 4th, 1930, but he cannot recall what it was. The files of the Vancouver papers in the Provincial Library might enlighten you thereon.

The weather being fine on the 4th of July, 1929 and 1930, this circumstance could not have affected the figures. The fact that July 1st, 1929 occurred on a Monday would account for the figures for 1929 being less than for 1930. Many motorists would go South on either the previous Saturday or Sunday, whereas in 1930 the Dominion holiday occurring on a Tuesday most motorists would perforce go and return South on the same day, the previous day (Monday) being a work day.

The large number of motorists on Sunday, July 6th, 1930, might be represented by holiday makers from the South staying over the portion of the week-end.

E. H. VERNER

cf.

FLM:J

original on 5560

PROVINCE OF BRITISH COLUMBIA

DEPARTMENT OF PUBLIC WORKS

FROM Traffic Supt., Court House, Vancouver, B.C.	TO Chief Engineer, Parliament Buildings, VICTORIA, B.C.	DATE April 2nd, 1922. ELECTORAL DISTRICT OUR FILE 105-1-1. YOUR FILE 5384-1.
SUBJECT LOADOMETERS RE: New Westminster Bridge.		REFERENCE YOUR LETTER 1st inst.

Replying to yours of the 1st instant, I would say that there is no objection to the loan of the Loadometers to the Railway Department for the purpose of weighing up vehicles passing over the New Westminster Bridge.

Regarding your reference to Inspector Black, I do not think it would be convenient to spare his services to operate the scales for any length of time, as he is particularly busy at this season in connection with the enforcement of the Extraordinary Traffic and Common Carrier Acts.

I have been in touch with Mr. Anderson, Asst. Dist. Engineer, New Westminster, and he is of the opinion that Mr. Black's services could be spared if necessary for a few days in instructing someone in the use of the scales.

I would suggest that

s22

s22

as he is fully conversant with the use of the machines, as he operated them at different times for this Department. Bridge Superintendent Gifford knows

s22

s22

Original 5132-13
5384-1

March 3, 1932.

2077
J. E. Griffith, Esq.,
Deputy Minister and Chief Engineer,
Department of Railways,
Buildings.

Dear Sir,

Re Fraser River Bridge.

I am in receipt of your letter of the
3rd March and enclose herewith, in duplicate,
authorization in connection with the regulat-
ion of traffic on the above Bridge.

Yours faithfully,

Encl.

Minister.

12-9

REFER TO FILE NO.



THE GOVERNMENT OF
THE PROVINCE OF BRITISH COLUMBIA

Department of Railways
VICTORIA, B.C.



1932

March 3rd

The Honourable,
The Minister of Public Works,
Buildings.

Dear Sir:- Re Fraser River Bridge.

When instituting prosecutions in connection with any infraction of the Regulations governing highway traffic on the Bridge, we do so under the Public Works Act, Section 58.

Would you kindly sign the attached duplicates as required by the Act, and return to the undersigned.

Yours truly,

JEG/FD.

Encs. (2)

Deputy Minister and
Chief Engineer of
Railways.

341024

File #3077

MAR. 30th
1931

New Westminster Bridge

MEMO. - To the Deputy Minister of Railways:

I enclose herewith for your information, copy of letter which the Minister has received from Mr. [REDACTED] s22 under date of March 23rd, in connection with the New Westminster Bridge.

Chief Engineer.

PP:AW
Encl:1

3077
✓

March 24, 1931.

s22

Dear Sir,-

This will acknowledge the receipt of your letter of March 23rd, in regard to the Westminster bridge.

I wish to thank you for the suggestion outlined in your letter and will be glad to have your proposition looked into.

Yours faithfully,

Minister.

s22

2077

RECEIVED March 23rd., 1931.
 CHIEF ENGINEER
 Minister of Public Works,
 Parliament Buildings,
 VICTORIA, B. C.

Dear Sir:

Just to help the government's problem in taxation.

Westminster bridge: could not a strong, rough iron rail be bolted to the lower level where trains cross now, and enough steel girders at the approaches be inter-laced to allow of heavy plank-ing? This, except when the rails are needed for steam or electric cars, would make a one-way-go for auto traffic.

It would only be a few times in the day when the line of automobiles would pile up waiting for a train to cross. But immediately a through one-way would open to clear. That happens now when the swing opens for a boat, but is slow afterwards because both lines, north and south moved at the same time with the necessary care for passing on the old narrow top-level.

A decision could be made as to which line of traffic should have the old top, and which the new lower, based on which has the greater volume during the twenty-four hours, or for so many days, say a week.

Many bridges in the past have been made available for trains in this way. True not so many of late years. The Canadian Pacific Railway crossed the Red river into Winnipeg, for the first twenty-five years, on Louise Bridge belonging to the government. It was also a wagon bridge with one level. About 1900 the C. P. R. built its own close by. When trains were not crossing, the space between the rails was used for ordinary horse roadway, and the old flat wagon tire was smaller than any rubber tire used now.

Because of difficulty in financing today, and more the difficulty of quieting public criticism, the above might speed things for a time, and at small cost.

The writer is known to William Dick, M. L. A.. Perhaps you might feel free to show this to him.

Faithfully yours

s22

s22

s22

C.E.

January 29, 1931

George Snider Construction Co.,
637 Granville Street,
Vancouver, B. C.

Dear Sirs:

New Westminster Bridge

I am unable to locate any record of cheque for \$10.00 mentioned by you in your letter. If you could advise the receipt number, this would enable us to immediately trace your deposit.

Yours truly,

Chief Engineer.

AWP/EG

3077

GEORGE SNIDER CONSTRUCTION CO. LIMITED
GENERAL CONTRACTORS



JAN 21 1931

637 GRANVILLE STREET
VANCOUVER, B.C.

Department of Public Works
Victoria. B.C .

Gentlemen:

On June 6, 1928 we mailed a cheque to your department,
amount \$10.00, cheque no. 197, as deposit for plans.

Our records show that we have not received this cheque
back yet, although plans were returned. Please send it back
when convenient. Thank you.

Yours truly,

GEORGE SNIDER CONSTRUCTION CO

304029

October 1st,
1 9 3 0.

Delta District

Accident on New Westminster Bridge

Memorandum to the Deputy Minister of Railways

Further to my Memorandum of September 20th, information has been obtained that the Central Motor Transfer Company operates eight trucks in Vancouver and vicinity. The work outside the City is confined to hauling fish from the Westminster terminal storage to Vancouver, under contract.

In cases of emergency he occasionally hauls general freight and has agreed to take out a Public Carriers Licence for one of his vehicles to be used in such work and arrangements are now being made accordingly.

Chief Engineer.

ICB:MIB

PROVINCE OF BRITISH COLUMBIA

DEPARTMENT OF PUBLIC WORKS

3077

FROM Highway Traffic & Utilities Engr., Court House, Vancouver, B. C.	TO Chief Engineer, Public Works Dept., Parliament Buildings, VICTORIA, B. C.	DATE Sept. 25th, 1930. ELECTORAL DISTRICT DELTA. OUR FILE 120-1-0. YOUR FILE 3077.
SUBJECT M O T O R V E H I C L E S Accident on New Westminster Bridge RE: Central Motor Transfer Co.		REFERENCE YOUR LETTER

FOR DEPARTMENTAL AND INTERDEPARTMENTAL CORRESPONDENCE ONLY



From the enclosed copy of report of the 25th inst. by Inspector Black, you will note that the above firm is chiefly engaged in contract hauling. It should be satisfactory if they will confine their operations of general hauling to one of their vehicles; and on receipt of their application, a draft licence will be submitted to you for consideration.

W. H. Macdonald

FIM:OC
 Enc. herewith.



294329

Highway Traffic &
Utilities Engr.,
Court House,
Vancouver, B. C.

Chief Engineer,
Public Works Dept.,
Parliament Buildings,
VICTORIA, B. C.

Sept. 25th, 1930.
DELTA.

120-1-0.

3077.

M O T O R V E H I C L E S
Accident on New Westminster Bridge
RE: Central Motor Transfer Co.

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FIM:OC
Enc. herewith.

C O P Y

Vancouver, B.C.

Sept. 25, 1930.

RE: - Central Motor Transfer Co.

In reply to yours of 23rd re - operations
of above company's operations.

Mr. Barass, manager for above company
informs me he has eight trucks
working in Vancouver and vicinity. His
work outside of city is confined to
hauling fish from Westminster Terminal
Storage to Vancouver under contract.

However he states in case of emergency
to haul general freight in order to
hold his business he is willing to
take out a P.W.D. for one of his vehicles.

I left Mr. Barass copy of
regulations and application forms for
one of his trucks in order that he
may comply.

(SGD) "E.B."

C O P Y

Vancouver, B.C.

Sept. 25, 1930.

RE: - Central Motor Transfer Co.

In reply to yours of 23rd re - operations
of above company's operations.

Mr. Barass, manager for above company
informs me he has eight trucks
working in Vancouver and vicinity. His
work outside of city is confined to
hauling fish from Westminster Terminal
Storage to Vancouver under contract.

However he states in case of emergency
to haul general freight in order to
hold his business he is willing to
take out a P.W.D. for one of his vehicles.

I left Mr. Barass copy of
regulations and application forms for
one of his trucks in order that he
may comply.

(SGD) "E.B."

Highway Traffic &
Utilities Engr.,
Court House,
Vancouver, B. C.

Inspector Fred Black,
Public Works Dept.,
317 Sixth Street,
NEW WESTMINSTER, B. C.

Sept. 23rd, 1930.

120-1-0.

3077

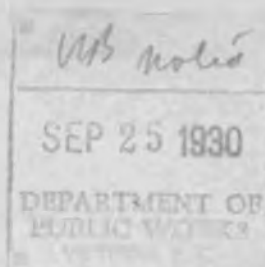


MOTOR VEHICLES
COMPLAINTS.

Without disclosing the nature of the correspondence herewith, kindly obtain further particulars from this firm, as to the nature and extent of their operations, on receipt of which the Department will be advised. The local constable may be able to supply you with this information bearing on their operations. The number of vehicles engaged in the business should be stated in your report.

FLM:OC

enc. herewith.



294130

O.E.

Highway Traffic &
Utilities Engr.,
Court House,
Vancouver, B. C.

Inspector Fred Black,
Public Works Dept.,
317 Sixth Street,
NEW WESTMINSTER, B. C.

Sept. 23rd, 1930.

120-1-0.

MOTOR VEHICLES
COMPLAINTS.

Without disclosing the nature of the correspondence herewith, kindly obtain further particulars from this firm, as to the nature and extent of their operations, on receipt of which the Department will be advised. The local constable may be able to supply you with this information bearing on their operations. The number of vehicles engaged in the business should be stated in your report.

FIM:OC

enc.herewith.

3077

September 20th,
1930.

Delta District
Accident on New Westminster Bridge.

Memorandum to the Deputy Minister of Railways.

Further to my memorandum of September 16th,
I am enclosing copy of letter dated the 17th instant
from the Central Motor Transfer Company, for your in-
formation.

The question of whether this Company is operating
as a common carrier is still under consideration.

CHIEF ENGINEER.

ICB:MIB
Encl.1.

Sept. 20th, 1930

Delta.
3077

Chief Engr.

F.L. Macpherson Esq.,
Highway Traffic &
Utilities Engr.,
Court House,
Vancouver, B.C.

Accident on New Westminster Bridge
Central Motor Transfer Company.

Further to my letter of September 16th,
I enclose herewith letter dated September
17th from the Central Motor Transfer Company
and I shall be glad if you will kindly ad-
vise me thereon.

ICB:MIB
Encl; 1

LIGHT AND HEAVY

HAULING

½ TON TO 5 TON

TRUCKS

CENTRAL MOTOR TRANSFER CO.

LONG DISTANCE MOVING

HOUSEHOLD GOODS STORED

274 COLUMBIA AVE.

VANCOUVER, B.C.

 PACKING
 SHIPPING 3077
 CRATING
 BAGGAGE
 FURNITURE
 PIANO MOVING

PHONE SEY.

2718

2719

VICTORIA, B. C.



Sept. 17/30 192

Mr. P. Philip,
 Chief Engineer,
 Department of Public Works,
 Victoria, B.C.

Sir:

In reply to yours of the 16th inst. (File #3077) re our operating as a common carrier without being licensed, we would like to state that we are not prepared to make any admissions or commit ourselves in any way whatsoever until you disclose just what the term "common carrier" implies.

It might be an enlightenment for you if we were to explain the exact nature of our business. We are in no way a rural truck line although we have licenses for several of the surrounding municipalities. However, even though one's business is mainly transacted within the immediate vicinity of Vancouver (as is ours) one finds it necessary at times to exceed the city limits in the course of business. We have made provisions (by procuring licenses) for such instances.

We might here state that we have purchased a copy of the Highway Act and from what information we can glean the term "common carrier" applies principally those operating country freight lines.

We trust that you will afford us a complete explanation in reply to our request.

Yours very truly,

CENTRAL MOTOR TRANSFER CO.

A handwritten signature in cursive script that reads "Wm T Barrass".

+ copy 15 Ampt...

293662

O.E.

Sept. 16th, 1930.

~~XXXXXXXXXXXX~~
~~XXXXXXXXXXXX~~

District Engineer,
New Westminster, B.C.

Chief Engineer

Delta
3077

9-0-41

Accident on New Westminster Bridge
Central Motor Transfer Company

Sept. 3rd.

I enclose for your information copy
of my letter of even date to the Central
Motor Transfer Company in connection with
the above. I am also forwarding a copy
to Mr. F. L. Macpherson.

PP:AW
Encl:1

c. c. to Deputy Minister of Railways
Highway Traffic & Utilities Engineer.

SEPT. 16th
1930

File #3077

Delta District
Accident on New Westminster Bridge

Sirs:

In connection with your letter of August 4th addressed to our District Engineer at New Westminster, I have to advise that the evidence which the Department has received is conclusive that your load was higher than that permitted by the regulations under the Highway Act. No permit has been issued to your firm pursuant to Section 34 of the Highway Act.

I shall be glad to hear from you on this question as it would appear that you are operating as a Common Carrier without being licensed.

Yours very truly,

Chief Engineer.

Central Motor Transfer Co.,
274 Columbia Avenue,
Vancouver, B. C.

PP:AW

3077

September 5th,
1930.

Steel Floor Plates
for New Westminster Bridge.

MEMORANDUM: Deputy Minister and Chief Engineer
of Railways.

I herewith enclose copy of letter
from Frank Darling dated the 8th ultimo, together
with copy of my reply thereto of even date.

Mr. Darling. will you kindly reply direct to

Chief Engineer.

GPN:NP

Encl:

3077

September 5th,
1930.

Steel Floor Plates
for New Westminster Bridge.

Sir:

I have to acknowledge receipt of your letter of the 3th ultimo, in connection with the above, and would advise that the bridge in question is under the jurisdiction of the Deputy Minister and Chief Engineer of Railways.

I have therefore forwarded a copy of your communication to him.

Yours obediently,

Chief Engineer.

Messrs. Frank Darling & Co. Ltd.,
1142 - 1144 Homer Street,
Vancouver, B. C.

GPN:NP

DEPARTMENT OF PUBLIC WORKS

3077

FROM District Engineer, Court House, New Westminster, B.C.	TO P. Philip, Esq., Chief Engineer, Parliament Buildings, Victoria, B.C.	DATE September 3, 1930 ELECTORAL DISTRICT Delta OUR FILE 9-0-41 YOUR FILE 3077
SUBJECT Accident on New Westminster Bridge Re: Central Motor Transfer Co.		REFERENCE YOUR LETTER

FOR DEPARTMENTAL AND INTERDEPARTMENTAL CORRESPONDENCE ONLY

CHIEF ENGINEER OF D. P. W.
 RECEIVED
 SEP 4 1930
 VICTORIA, B. C.

With reference to your letter of August 11th, 1930, File 3077, I am now enclosing a report from Mr. MacPherson, Highway Traffic & Utilities Engr., on the above matter.

I might state that I have been in touch with Mr. Gifford, Supt. of the Westminster Bridge, and who states that no actual damage was done to the Bridge nor will there be any expense in connection with repainting or repairing the structure as a consequence of the accident. The only objection he had was that the load carried on this truck was much too high.

J/B

E. H. Verrier
L.

CHIEF ENGINEER OF D. P. W.

ANSWERED

SEP 10 1930

VICTORIA B. C.

232484

O. E.

DEPARTMENT OF PUBLIC WORKS

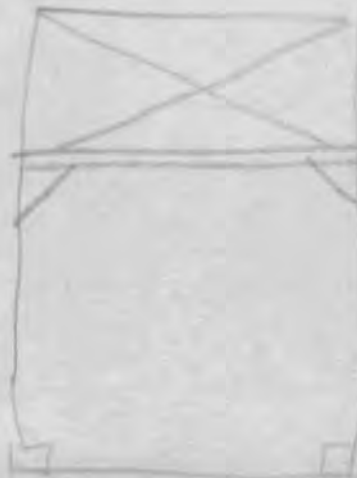
FROM Highway Traffic & Utilities Engr., Court House, Vancouver, B.C.	TO District Engineer, Public Works Dept., Court House, NEW WESTMINSTER, B.C.	DATE August 22nd, 1930. ELECTORAL DISTRICT OUR FILE 120-1-0. YOUR FILE
SUBJECT ACCIDENT ON NEW WESTMINSTER BRIDGE. RE: Central Motor Transfer Co.		REFERENCE YOUR LETTER

I am returning the correspondence which Mr. Sclater left in my absence, and wish to advise that the Central Motor Transfer Company has not obtained any public carrier's licence, nor has made any application therefor, as I was never advised that they were public carriers and no complaint has been lodged against them. No permit, under Regulations made pursuant to Section 34 of the "Highway Act", has been issued to this firm.

J. L. Macpherson
J.

FIL:OC
Enc. herewith.

*Load was higher than
regulations allow
not license
as common
carrier*



District Engineer,
Court House,
New Westminster,
B.C.

P. Philip, Esq.,
Chief Engineer,
Parliament Buildings,
Victoria, B.C.

September 3, 1930

Delta
9-3-41

3077

Accident on New Westminster Bridge

Re: Central Motor Transfer Co.

With reference to your letter of August 11th, 1930, File 3077, I am now enclosing a report from Mr. MacPherson, Highway Traffic & Utilities Engr., on the above matter.

I might state that I have been in touch with Mr. Clifford, Supt. of the Westminster Bridge ~~==~~ who states that no actual damage was done to the Bridge nor will there be any expense in connection with repainting or repairing the structure as a consequence of the accident. The only objection he had was that the load carried on this track was much too high.

E. H. Bauer
L.

J/B

Highway Traffic &
Utilities Engr.,
Court House,
Vancouver, B.C.

District Engineer,
Public Works Dept.,
Court House,
NEW WESTMINSTER, B.C.

August 22nd, 1930.

120-1-0.

ACCIDENT ON NEW WESTMINSTER BDGE.

RE: Central Motor Transfer Co.

I am returning the correspondence which Mr. Selater left in my absence, and wish to advise that the Central Motor Transfer Company has not obtained any public carrier's licence, nor has made any application therefor, as I was never advised that they were public carriers and no complaint has been lodged against them. No permit, under Regulations made pursuant to Section 34 of the "Highway Act", has been issued to this firm.

J. L. Macpherson

FIM:CC
Enc. herewith.

August 11th, 1930.

E.H. Verner, Esq.,
District Engineer,
Court House,
New Westminster, B.C.

No.2

3077

New Westminster Bridge.

I herewith enclose for your information, copies of correspondence forwarded by the Deputy Minister and Chief Engineer of Railways under date of the 7th instant.

Kindly go very thoroughly into the whole situation and make full enquiry of Mr. Macpherson, the Highways Utilities and Traffic Engineer as to whether or not these people have a permit for an oversize vehicle and whether or not they have a license under the Public Carriers Section of the Act for carrying on the business in which they presumably engaged at the time of the accident.

I think it would be well also that you should enquire as to what if any actual damage was done to the bridge or if there is likely to be any expense in connection with re-painting or repair of the structure as a consequence of the accident.

GPN:NP

Encl:

File 3077

August 11th,
1930.

New Westminster Bridge.

MEMORANDUM: Deputy Minister and Chief
Engineer of Railways.

With reference to your letter of the 7th instant, your file 12-9, I would advise that I am immediately taking this matter up with the District Engineer.

Chief Engineer.

GPN:NP

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ELECTRODES



3077

August 8, 1930.

Mr. Patrick Philip, Deputy Minister,
Department of Public Works,
Victoria, B. C.

Dear Sir:

re:-Steel Floor Plates for
Bridge, New Westminster.

We would appreciate it very much if we could have an opportunity of quoting you on your requirements for the above or any other bridge in steel plates. If you would send us specification as to quantity and description and date of tenders being required in your hands and point of delivery, we would be very glad to send you quotation and hope that you will give us that opportunity.

Thanking you in advance, we are,

Very truly,

FRANK DARLING & CO., LTD.

Harry H. Stacey
Per Frank Darling, Pres.

ASSISTANT CHIEF ENGINEER

SEP 4 1930

PUBLIC WORKS DEPT.
VICTORIA, B. C.

FD:GHC

REFER TO FILE NO. 12-9



THE GOVERNMENT OF
THE PROVINCE OF BRITISH COLUMBIA

Department of Railways
VICTORIA, B.C.

1930

August 7th



G. P. Napier, Esq.,
Asst. Chief Engineer,
Public Works Department,
Buildings.

Dear Sir:-

Re New Westminster Bridge.

Following our conversation of
even date, I beg to enclose herewith copy of
communications in connection with the claim of
Central Motor Transfer Company.

Yours truly,

Deputy Minister and Chief
Engineer of Railways.

JEG/FD.

Encs. (3)

6-21-38
ASSISTANT CHIEF ENGINEER

AUG 8 1930

PUBLIC WORKS DEPT.
VICTORIA B.C.

290367

A.C.E.

C
O
P
Y

WESTMINSTER BRIDGE

Superintendent's Office

New Westminster, B. C.

File No. 12.9

August 6th, 1930.

J. E. Griffith, Esq.,
Deputy Minister and
Chief Engineer of Railways,
Victoria, B. C.

Dear Sir:-

I beg to enclose herewith letter received from the Central Motor Transfer Co., 274 Columbia Ave., Vancouver, B.C., with account attached.

You will note that Mr. Barrass states that 51 cases of salmon tins were removed to the side of the bridge clear of all traffic by the truck driver and bridge employees and were thrown overboard by bridge employees as soon as the driver had departed. There is not a word of truth in this statement. In the first place all cases of cans that were placed on the sidewalk, or any cans that were saved at all, were saved by the men on the bridge and not by the driver. The 51 cases mentioned were picked up about an hour later by the same truck driver. A large number of cans went into the river when the load hit the bridge steel. There were also a large number of loose cans for about 75 feet along the bridge and for its full width. A large number of these were run over by cars following the truck and by cars passing at the time of the accident. Traffic was delayed for over 20 minutes while these cans were thrown overboard. Marks on the bridge steel show that the load must have been 13' 6" or over.

I cannot see any reason for allowing the transfer Co. the damages asked.

Yours obediently,

(Sgd.) Thos. Gifford.

Bridge Supt.

CENTRAL MOTOR TRANSFER CO.

C
O
P
Y

274 Columbia Ave.,

Vancouver, B. C.

Aug. 4/30.

District Engineer,
Court House,
New Westminster, B. C.

Sir:-

On the 22nd day of July one of our trucks was passing across the Fraser River bridge loaded with cases of salmon cans. During the crossing the load accidentally struck one of the bridge cross-members. A matter of approximately one hundred cases of cans were thrown to the road. With the assistance of the bridge crew the driver quickly stacked as many as possible back upon his truck and removed the balance to one side of the bridge clear of all traffic.

During the entire happening the traffic was delayed for perhaps five minutes.

We do not consider you liable for the damage caused by the collision, but we do ask you to make restitution for the loss of the fifty-one cases which were stacked, clear of all traffic, to one side of the bridge.

The explanation of this demand is merely this: Upon the departure of the driver the bridge crew immediately commenced to dispose of the cans in the quickest way possible, namely, by throwing them into the river.

Previous experience has taught us the fact that in an instance of this type the actual damage after salvaging the undamaged cans would have amounted to approximately five cases out of a hundred.

The bill enclosed is the original mailed to us by the Johnston Fishing and Packing Co. Ltd. We trust that you will acknowledge same and that in due course we will receive a settlement.

Yours very truly,

CENTRAL MOTOR TRANSFER CO

"WM. BARRASS"

JOHNSTON FISHING & PACKING CO., LTD.

C
O
P
Y

New Westminster, B.C.

August 4th, 1930.

Messrs. Central Motor Transfer Co., Vancouver, B. C.

In account with

Johnston Fishing & Packing Co. Ltd.

To shortage Cans and Boxes, July 22nd shipment, due to loss
at Fraser River Bridge.

51 cases 96 Cans each - 4,896 cans @ \$12.05 M	\$58.99
51 Boxes @ \$268.00 M	<u>13.66</u>
	\$72.65

3077

JULY 18th
1930

MEMO. - To the Deputy Minister of Railways:

I enclose herewith copy of letter from Mr. J. L. Davidson of the Terminal Engineering Company, Limited, Vancouver, requesting a copy of the pier foundation plans of the Fraser River Bridge at New Westminster.

I would appreciate it if you would kindly arrange to have a set of the plans forwarded to Mr. Davidson with as little delay as possible.

Minister.

Encl:1

JUL 18th
1930

J. L. Davidson, Esq.,
Terminal Engineering Company, Ltd.,
1027 Standard Bank Building,
Vancouver, B. C.

Dear Mr. Davidson:

This will acknowledge
your letter of the 11th instant in regard to
the pier foundation plans of the Fraser River
Bridge at New Westminster.

As these plans are in
the Railway Department I am at once referring
your letter to them with the request that the
plans be forwarded to you direct.

I am,
Yours faithfully,

MARINE AND GENERAL REPAIRS
CONTRACTORS' EQUIPMENT
SCOWS FOR HIRE
TUGS AND BARGES
DERRICK SCOWS
CLAMSHELL DREDGES

3077
TERMINAL ENGINEERING COMPANY, LIMITED

GRANVILLE ISLANDS, 1027 STANDARD BANK BLDG.
VANCOUVER, B. C.

July 11th, 1930



Hon. N. S. Loughheed,
Minister of Public Works,
Victoria, B. C.

Dear Mr. Loughheed:

With further reference to our conversation of today, would you kindly let me have a copy of the pier foundation plans of the Fraser River bridge at New Westminster. I would like to have this in as much detail as possible, that is, the type of piers and the foundation work on which they are set.

Your kind attention to this will be very much appreciated.

Yours faithfully,

JLD/YM

288781

June 26th, 1930.

E.H.Verner, Esq.,
District Engineer,
Court House,
New Westminster, B.C.

No. 2

3077

Fraser River Bridge at New Westminster.

I herewith enclose for your information, copy of letter from the New Westminster Branch of the Automobile Club of British Columbia. A copy of this communication was forwarded to the Department of Railways and I am enclosing a copy of their reply dated the 24th June.

Kindly let me have a report with an estimate of the cost and your recommendation, please.

GPN:NP

Encl:

REFER TO FILE NO. 12.10



THE GOVERNMENT OF
THE PROVINCE OF BRITISH COLUMBIA

Department of Railways
VICTORIA, B.C.

1930

June 24th



3077

P. Philip, Esq.,
Deputy Minister and
Public Works Engineer,
Buildings.

Dear Sir:-

Referring to your communication of 21st inst., your file No. 3077, enclosing copy of a communication from the District Secretary of the New Westminster Branch of the Automobile Club of British Columbia,- the second paragraph refers to widening of the highway between the bridge and the street car track on Columbia Avenue which is under the jurisdiction of the Public Works Department.

[Signature]
ASSISTANT CHIEF ENGINEER
Yours truly,

JUN 25 1930

PUBLIC WORKS DEPT.
VICTORIA, B.C.

[Signature]
Deputy Minister and Chief
Engineer of Railways.

JEG/FD.

286690

A.C.E.

3077.

June 21st, 1930.

Fraser River Bridge At
New Westminster B.C.

MEMO: - To Deputy Minister and Chief Engineer of Railways.

I enclose herewith for your information copy of the letter from the District Secretary of the New Westminster Branch, Automobile Club of B. C., dated the 18th instant, together with my copy of my reply there to.

Chief Engineer.

GMD:VEF

3077.

June 21st, 1930.

Fraser River Bridge At
New Westminster, B. C.

Sir:

I beg to acknowledge receipt of your letter of the 18th instant with regard to above named bridge. Please note that as this bridge is under the jurisdiction of the Railways Department, I am forwarding a copy of your letter to the Deputy Minister and Chief Engineer of Railways who will no doubt reply to you direct.

Your obedient servant,

Chief Engineer.

C. Robertson, Esq.,
Hotel Russell,
New Westminster, B.C.

GMD:VEF

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INVERMERE

PHONE

SEYMOUR 6000

Hotel Russell,
New Westminster, B. C.
June 18, 1930.

P. Philip, Esq.,
Deputy Minister of Public Works,
Parliament Buildings,
Victoria, B. C.

Dear Sir:

At a recent meeting of the Executive of the local branch of the Automobile Club of B. C., I was instructed to write and request that a reflector be placed at the high level of the Fraser River Bridge from the south end approach. From instances reported at the meeting, it appears that north bound tourists are unaware of the abrupt turn to the bridge proper, and a reflector would warn them of this danger and enable them to take the necessary precautions of safe driving.

It was also suggested that the curve between Columbia Street and the north end approach should be taken out, as this would help to relieve the traffic problems that the bridge is continually affronted with. Cars would be able to go straight on the bridge and thus eliminate the delays that are now caused by two cars meeting at this entrance.

Thanking you for your consideration of these matters,
I am,

Yours respectfully,

C. Robertson
Dist. Secretary.

CR:NT

3077

May 21st,
1930.

Fraser River Bridge at New Westminster

MEMORANDUM: Deputy Minister and
Chief Engineer of Railways.

I herewith enclose for your information, copy of letter from the District Secretary of the New Westminster Branch, Automobile Club of B. C., dated the 15th instant, together with copy of my reply thereto of even date.

Chief Engineer.

GPN:NP
Encl:

3077

May 21st,
1930.

Fraser River Bridge at New Westminster

Sir:

I beg to acknowledge receipt of your letter of the 15th instant. I presume that the bridge you refer to is that over the Fraser River at New Westminster.

If this is the case, the bridge in question is under the jurisdiction of the Railways Department and I am therefore forwarding a copy of your letter to the Deputy Minister and Chief Engineer of Railways, who will doubtless reply to you direct.

Yours obediently,

Chief Engineer.

W.J. Johnston, Esq.,
District Secretary,
B.C. Auto. Club,
Hotel Russell,
New Westminster, B.C.

GPN:NP

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SEYMOUR 6000



Hotel Russell,
New Westminster, B.C.,
May 15, 1930.

ASSISTANT CHIEF ENGINEER

MAY 20 1930

PUBLIC WORKS DEPT

P. Philip, Esq.,
Deputy Minister of Public Works,
Parliament Bldgs.,
VICTORIA, B.C.

Dear Sir:

At a recent meeting of the Executive of the local Branch of the Automobile Club, I was instructed to bring to your attention the grave danger existing at the Fraser River Bridge on account of the wooden side-railings not being supported in several places.

This Executive had in mind a serious accident which happened at the Serpentine Bridge a short time ago when a Bus plunged through the railing into the river after side-swiping another car.

The tourist season is here again and this will increase the hazards at the Fraser bridge. The local Executive would therefore urge that immediate steps be taken to have an iron railing or some other means of support added to the present railing.

It was also brought to the attention of the meeting that the iron treads on the roadway were not securely fastened in many places, and while this is not so important a matter it nevertheless creates a danger to traffic.

283746

Thanking you for your consideration of these matters, I am,

Yours respectfully,
W. J. Johnston
Dist. Secy.

WJJ:NP.

TRA-2013-00268
Page 444

3077

April 23rd,
1930.

Fraser River Bridge at New Westminster

MEMORANDUM: Deputy Minister of Railways.

I herewith enclose for your information, copies of letters from the Manager of the Automobile Club of British Columbia, together with copy of my reply thereto of even date.

Chief Engineer.

GPH:NP

Encl:

3077

April 23rd,
1930.

Fraser River Bridge at
New Westminster.

Sir:

With reference to your letters of the 28th ultimo and 10th instant, I regret my misunderstanding.

The Fraser River Bridge at New Westminster is under the jurisdiction of the Railway Department and I am forwarding a copy of the correspondence to that Deputy Minister.

Yours obediently,

Chief Engineer.

A.E.Craddock, Esq.,
Manager,
Automobile Club of B.C.,
1166 West Georgia Street,
Vancouver, B. C.

GBN:NP

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1 9 3 0.
April 10th.

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FERNIE
GOLDEN
INVERMERE

PHONE

SEYMOUR 6000

P. Philip, Esq.,
Deputy Minister &
Public Works Engineer,
Victoria, B.C.

Dear Sir:

In preparing Agenda for Provincial Directorate Meeting tonight, and referring to your letter of the 3rd inst. File # 1648, I notice you describe the requirements of the Fraser River Bridge at Quesnel, and I wish to inform you that it has reference to the bridge over the Fraser River at New Westminster.

This for your information and amendment please.

Yours very truly,

A. E. Craddock

MANAGER.

AEC/H.

File #1648 *5077*

APR. 10th
1930

Cariboo District
Fraser River Bridge at ~~Quesnel~~
New Westminster

Sir:

With further reference to your letter of March 28th in regard to the condition of the railings on the Fraser River Bridge, I shall be obliged if you will kindly advise me if you refer to the Fraser River Bridge at Quesnel or the Fraser River Bridge at New Westminster.

Yours very truly,

A. E. Craddock, Esq.,
Manager,
Automobile Club of B. C.,
1166 West Georgia St.,
Vancouver, B. C.

PP:AW

File #1648 *271*

APR. 3rd
1930

Cariboo District
Fraser River Bridge at ~~Queens~~

New Westminster

MEMO. - Deputy Minister of Railways:

I enclose herewith copy of letter from the Manager of the Automobile Club of B. C. dated the 28th ultimo, in regard to the railings on the above bridge.

I have written Mr. Craddock advising him this is a matter under your jurisdiction and that I am referring his letter to you.

Chief Engineer.

PP:AW
Encl:1

File #1648
3077

APR. 3rd
1930

Cariboo District
Fraser River Bridge at ~~quesnel~~ *New Westminster*

Sir:

Replying to your letter of the 28th ultimo in regard to the railings on the above bridge, I wish to say that this is a matter under the jurisdiction of the Department of Railways, to whom I am referring your letter.

Yours very truly,

Chief Engineer.

A. E. Craddock, Esq.,
Manager,
Automobile Club of B. C.,
1166 West Georgia Street,
Vancouver, B. C.

PP:AW

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KELOWNA
NELSON
PENTICTON
POWELL RIVER
REVELSTOKE
TRAIL
VERNON
FERNIE
GOLDEN
INVERMERE

PHONE

SEYMOUR 6000

1 9 3 0.
March 28th.

P. Philip, Esq.,
Chief Engineer,
Department of Public Works,
Victoria, B.C.

Dear Sir:

At last Meeting of the Provincial Directors mention was made of the condition of the railings on the Fraser River Bridge, it being contended that they were not strong enough, and it was decided to bring the matter to your attention in hopeful anticipation something might be done towards improving the approaches to this bridge, especially the South end.

One of the Directors suggested that a cable might be stretched along each side of the bridge railing for public safety.

I would be glad to hear from you after this matter has received your consideration.

Yours very truly,

MANAGER.

AEC/H.

279662

D. M. & P. W. E.

District Engineer,
New Westminster.

Oct. 31, 1929.
New Westminster
3077
23-20-1

Westerly Approach Road to Westminster
Bridge.

Oct. 25th.

The proposed arrangement
is authorized.

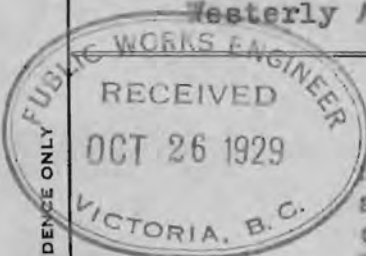
P. PHILIP

FHH/PFP

DEPARTMENT OF PUBLIC WORKS

3077

FROM Asst. Dist. Engr., New Westminster, B.C.	TO District Engineer, New Westminster, B.C.	DATE Oct. 25th, 1929. ELECTORAL DISTRICT New Westminster OUR FILE 23-20-1. YOUR FILE
SUBJECT Westerly Approach Road to Westminster Bridge.		REFERENCE YOUR LETTER



Following our recent conversation, I have made arrangements with the Westminster City authorities to have them cold patch and flush coat the Westerly approach to the New Westminster Bridge.

In view of our knowledge of the excellent work carried out by Mr. Thos. Furness, the Westminster Board of Works Superintendent, and the fact that we have no men or equipment available in the Westminster City District, we agreed that it would be in the interest of economy and efficiency to have this work done by the city forces, and I would be glad if you would procure the necessary sanction and authority from Headquarters for the work being done in this manner.

The total cost will be in the neighbourhood of \$300.00 and the funds are available in the Westminster District Vote.

ES/P.

Approved - Oct. 25th, 1929.

E. N. Kennedy
District Engineer.

270400

C. A.

Asst. Dist. Engr.,
New Westminster,
B.C.

District Engineer,
New Westminster,
B.C.

Oct. 25th, 1929.

New Westminster
23-20-1.

Westerly Approach Road to Westminster
Bridge.

Following our recent conversation, I have made arrangements with the Westminster City authorities to have them cold patch and flush coat the Westerly approach to the New Westminster Bridge.

In view of our knowledge of the excellent work carried out by Mr. Thos. Furness, the Westminster Board of Works Superintendent, and the fact that we have no men or equipment available in the Westminster City District, we agreed that it would be in the interest of economy and efficiency to have this work done by the city forces, and I would be glad if you would procure the necessary sanction and authority from Headquarters for the work being done in this manner.

The total cost will be in the neighbourhood of \$300.00 and the funds are available in the Westminster District Vote.

ES/P.

Approved - Oct. 25th, 1929.

E. N. Kenney
District Engineer.

File 3077

August 31st, 1929

New Westminster Bridge-Fire Risk

MEMO:- To the Deputy Minister & Chief Engineer
of Railways

I herewith enclose copy of letter from
s22, dated July 22nd together
with copy of my reply thereto of even date.

Deputy Minister and
Public Works Engineer,

PP:MFS
Encl

August 31st, 1929

New Westminster Bridge-Fire Risk

Sir:-

I am instructed to acknowledge receipt of your letter of the 22nd July and to express to you the thanks of the Minister therefor.

I may say that the New Westminster Bridge is not under the jurisdiction of this Department but a matter which is cared for by the Minister of Railways. I am consequently forwarding copy of your letter to that Department.

Yours obediently

Deputy Minister and
Public Works Engineer,

s22

PP:MFS

Copy

THE YORKSHIRE INSURANCE COMPANY, LTD.

s22

July 22nd 1929.

Vancouver, B. C.

Hon. N. S. Lougheed,
Minister of Public Works,
Parliament Buildings,
Victoria, B. C.

Dear Mr. Lougheed:-

Re Fire Risk on New Westminster Bridge

The Department under your charge is doing such excellent work, building trunk road from the above to Chilliwack that I cannot resist writing to suggest special precautions be adopted to prevent fire destroying the link which we have with the south side of the Fraser Valley, where your roads are now being built.

The woodwork on the bridge flooring is old, dry and saturated with oil from motor cars and a cigarette end in a high wind, especially if the traffic were blocked on account of the span being open, or a motor car catching on fire, might prove disastrous.

It is realized how you want to make 100% use of every dollar you spend in your Department, but it might prove advantageous to your plans if a small sum of extra money was spent for fire prevention and the Fire Warden (or some other Government official) look into this very important subject so as to arrange, before a fire starts, to have every loophole of risk provided against.

You know some years ago we half burned down the Connaught Bridge in this City, surrounded as it was by City fire halls, and the Exhibition Buildings adjoining the Bridge at Westminster gave an expensive demonstration of how easy it is to burn up wooden structures.

My only object in writing the above is to co-operate with the Government, which is the duty of every citizen.

Yours faithfully

s22

Whiteside, Edmonds & Whiteside.

W. J. WHITESIDE, K.C.
H. L. EDMONDS,
D. WHITESIDE.



Barristers and Solicitors.

CABLE ADDRESS, "WHITESIDE"
CODE - WESTERN UNION.
TELEPHONE 69.
P.O. DRAWER 200.

PLEASE ENDORSE YOUR REPLY

"FOR ATTENTION D.W."

New Westminster, B.C.

April 20th. 1923.

Honourable W. H. Sutherland,

Minister of Public Works,
Parliament Buildings,
VICTORIA: B. C.



Dear Sir,

RE. South Approach to Westminster Bridge.

I enclose you herewith a letter written by the Deputy Minister of Public Works to Mr. McAdam, Secretary of the New Westminster Automobile Association, and also a letter written by s22 to myself in reference to the south approach to the Westminster Bridge. You will probably remember there is rather a ~~sharp~~ curve there, which may sometime lead to ^aserious accidents. A year or two ago, Mr. Foreman had prepared plans for the straightening out of this curve. It would have involved some rather expensive work to satisfy the requirements of the Dominion Railway Commissioners, and at that time, after inspection of the situation, the Premier decided that the expense was greater than would be justifiable under the circumstances. I do not know whether

153025

--2--

any modifications of Mr. Foreman's plans would answer the purpose now, or not. I believe, however, that if one of the bents of the Bridge forming the approach to the Fraser River Bridge were removed that it would afford a sufficient view for the motorists to avoid accidents. I would be pleased, however, if you would take this matter up with Mr. Philip, so that he may have a report made on the subject.

Yours sincerely,

Seulaville

GT.

Encls.



Westminster Brewery, Limited

CABLE ADDRESS: "WESTBREW"

"Britannia Can't be Beat"

New Westminster, B. C.,

April 12th, 1923.

Mr. David Whiteside, M. L. A.,
City.

Dear Sir;

Will you kindly take up the matter with the Provincial Government the necessity of fixing the south approach to the Westminster Bridge, as with the approaching Tourist season from the South we fear some accident may happen on account of the sharp curve under the Great Northern trestle.

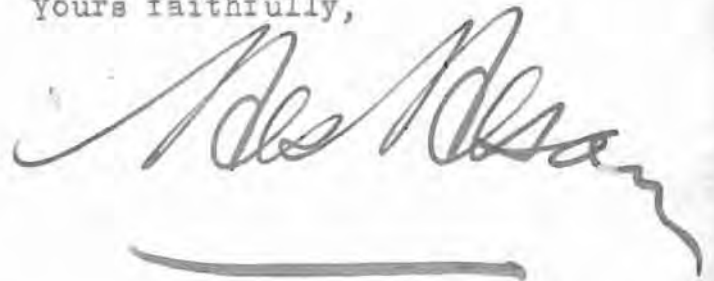
I have been instructed by the Council of the New Westminster Board of Trade to lay this matter before you in the hope that you will use your good office with the Government in the matter.

Similar letter has also been addressed to Mr. A. Patterson M. L. A. for Delta.

Thanking you, I am,

yours faithfully,

NN/FM



NOTE.—ALL COMMUNICATIONS IN REFERENCE TO DEPARTMENTAL
MATTERS MUST BE ADDRESSED TO
DEPUTY MINISTER OF PUB WORKS.
ALL CHEQUES SHOULD BE CERTIFIED AND MADE PAYABLE AT PAR
IN VICTORIA.



PUBLIC WORKS DEPARTMENT,
VICTORIA,

REFER TO
FILE NO. 4623.....

April 6, 1923.

New Westminster District
Bridge Approach.

Sir:

Referring to your communication
of the 29th ultimo regarding the south
approach to the New Westminster bridge, I
beg to advise that we are unable to make
any alterations there at the present time.

Yours obediently,

Deputy Minister of Public Works.

A.B. McAdam, Esq.,
Secretary, New Westminster
Automobile Association,
New Westminster, B.C.

JEG:ME

DISTRICT FILE 9-0-10-2

DEPARTMENT FILE.....



THE GOVERNMENT OF
THE PROVINCE OF BRITISH COLUMBIA

DEPARTMENT OF PUBLIC WORKS
(DISTRICT ENGINEER'S OFFICE)

COURT-HOUSE,

NEW WESTMINSTER, B.C. April 17th, 1923



Delta District
Conveyance of 2.89 Portion Section 18, etc.

Sir:-

I herewith enclose a copy of communication
received from s22 The property in question
was purchased by the Department during March 1922.
I believe you have the full particulars on file.

Kindly advise if I am to take further
action in the matter.

Yours obediently,

E. J. Warner

District Engineer.

P. Philip, Esq.,
Public Works Engineer,
Parliament Bldgs.,
Victoria, B.C.

EHV/J

Encls. 1.

ATTENDED	11/5/23
ANSWERED	NOTED
REFERRED TO	
MAY 2 1923	
OFFICE ENGINEER, PUBLIC WORKS DEPT. VICTORIA, B.C.	

152853

' C O P Y '

s22

April 16th, 1923.

Mr. Verner,

District Engineer,

New Westminster, B.C.

Dear Sir:-

*Copy of letter
for Sept. 1923*

I am in receipt of a letter from the Honorable the Premier, John Oliver, of date 11th April, in which he asks for data re lands lying near the junction of the Pacific Highway and the Scott Road, South Westminster, in the Municipality of Surrey. Would you kindly forward the necessary information to the Premier and greatly oblige.

Yours truly,

s22

9-0-10-2

April 17th

3

Delta District
Conveyance of 2.89 Portion Section 18, etc.

Sir:-

I herewith enclose a copy of communication
received from ^{s22} . The property in question
was purchased by the Department during March 1922.
I believe you have the full particulars on file.

Kindly advise if I am to take further
action in the matter.

Yours obediently,

District Engineer.

P. Philip, Esq.,
Public Works Engineer,
Parliament Bldgs.,
Victoria, B.C.

BEV/J

Encls. 1.

' C O P Y '

South Westminster, B.C.
April 16th, 1923.

Mr. Verner,

District Engineer,

New Westminster, B.C.

Dear Sir:-

I am in receipt of a letter from the Honorable the Premier, John Oliver, of date 11th April, in which he asks for data re lands lying near the junction of the Pacific Highway and the Scott Road, South Westminster, in the Municipality of Surrey. Would you kindly forward the necessary information to the Premier and greatly oblige.

Yours truly,

s22

April 6, 1923.

New Westminster District
Bridge Approach.

Sir:

Referring to your communication of the 29th ultimo regarding the south approach to the New Westminster bridge, I beg to advise that we are unable to make any alterations there at the present time.

Yours obediently,

Deputy Minister of Public Works.

A.B. McAdam, Esq.,
Secretary, New Westminster
Automobile Association,
New Westminster, B.C.

JEG:MF

HON. PRESIDENT
J. J. JOHNSTON
PRESIDENT
W. T. REID
VICE-PRESIDENTS
JOSEPH MAYERS
F. H. TRAPP
FINANCIAL SECRETARY
R. M. BRADSHAW
COR. SECRETARY
A. B. MCADAM
HON. TREASURER
D. E. MACKENZIE

New Westminster Automobile Association



DIRECTORS:

J. R. AGAR
ROBT. FENTON
J. W. CUNNINGHAM
ED. GOULET
N. S. RATTRAY
JAS. A. BLAIR
T. H. SMITH
G. S. MACGOWAN
W. BEWS.
B. ABRAMS

746 1/2 1923
PUBLIC WORKS ENGINEER
RECEIVED

New Westminster, B.C.

March 29th, 1923.

Hon. Dr. Sutherland, APR 5 - 1923
Minister of Public Works.
Victoria B.C., B.C.



Dear Sir:-

I have been directed by our Association to direct your attention to the dangerous approach to the South end of the New Westminster Bridge and respectfully ask your consideration in having the new approach which was started at the time the first section of the Pacific Highway was paved completed at the earliest possible date.

Trusting that this matter will receive your favorable consideration, I am,

Yours very truly,

A. B. McAdam
Secretary.

DEPUTY MINISTER PUBLIC WORKS



152171

Dehy

N.M.

4623

CITY CLERK'S OFFICE



T. J. THOMAS, CITY CLERK
NEW WESTMINSTER, B.C.

RECEIVED
JAN 11 1923

January 8th, 1923.



Honorable W. H. Sutherland,
Minister of Public Works,
Victoria, B. C.

Sir :

I have the honour by direction of the City Council, to acknowledge your telegram of the 5th inst., respecting the offer of the Government to purchase pleasure grounds, etc., in this City - and to advise that at a meeting held this morning, it was decided in view of the fact that the new Council will take office on the 18th of January, to refer the matter to said Council with a recommendation for favourable consideration.

I have the honour to be,

Sir,

Your obedient servant,

TJT/N.

City Clerk.

149029

4273

Date 1997-10-01, 1923

2. *Wormwood*

W. H. Sutherland.



NIGHT LETTER

N. L. 2

The Great North Western Telegraph Company of Canada.

Exclusive connection with the
WESTERN UNION TELEGRAPH CO.

Cable Service
to all the world

Z. A. LASH, President.

E. BOENING, Supt.
SEATTLE, W.N.

GEO. D. PERRY, General Manager

Receiver's No.

Time Filed

Check

SEND the following NIGHT LETTER subject
to the terms printed on the back hereof,
which are hereby agreed to.

VICTORIA, B.C.,

191

Our understanding is that Govt
donated their funds to the City in the
past years.
Govt have to build Railway retaining walls
for Railway purposes and see no reason
for making a conditional purchase

[Signature]



CANADIAN PACIFIC R.Y. CO.'S TELEGRAPH

TELEGRAM

FORM T. D. 1 M.

All Messages are received by this Company for transmission, subject to the terms and conditions printed on their Blank Form No. 2, which terms and conditions have been agreed to by the sender of the following message. This is an unrepeat message, and is delivered by request of the sender under these conditions.

J. McMILLAN, Manager Telegraphs, Montreal.

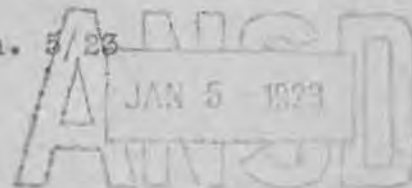
5 Vr S 55, 2 ex

DEPUTY MINISTER PUBLIC WORKS

New Westminster, B. C. Jan. 5/23

J. E. Griffith,

Dep. Min. of Pub. Works, Victoria.



VICTORIA B.C.

Referring your letter third instant regarding purchase of lots included in lease for bridge approach, city council would appreciate being advised if government is willing same conditions as in lease be embodied in conveyance also if government will agree construct and maintain retaining walls. Please wire as this information desired tomorrow Saturday noon.

T. J. Thomas,
City Clerk.

12.00

148832

Jan. 3, 1923.

New Westminster District

Sir:

With reference to the lease of Lots 6 to 43 inclusive, in block M, and the water Lots Nos. 79, 80, 81 and 82, to the Provincial Government, I beg to advise that the Department is prepared to purchase these lots for the sum of \$20,000.00. In the event of this offer being accepted an Order-in-Council will be passed covering the transaction, in the meantime you could prepare a Conveyance of the property to His Majesty the King.

Yours obediently,

Deputy Minister of Public Works.

His Worship
The Mayor of New Westminster,
New Westminster, B.C.

JEG:MF



VICTORIA

1 9 2 2
Dec. 29th

MEMO FOR DEPUTY MINISTER OF PUBLIC WORKS:

Dear Sir:

Replying to your letter of Dec. 28th re application of the City of New Westminster that the Government should pay one-third of assessments accruing on account of the paving of a portion of Columbia St., New Westminster, between Fourth Avenue and Leopold Place.

I note you say that after due consideration you are of the opinion that the safer course is to purchase the lots now leased for railroad and highway purposes by the Provincial Government; and further you say that upon payment of the amount (\$1,807.11) the City authorities should be given to understand that the Government will not pay any local improvement taxes. I do not know where you get the figures of \$1,807.11; speaking from memory, my understanding was that it was something like \$18,000. or \$19,000., being the amount of capital charges which the City was seeking to place against the lands in question.

My recollection is that I advised the Minister to offer the City \$20,000. as the purchase price of these lands, although I find on referring to my Memo of Nov. 30th, that no amount is mentioned therein. I feel sure, however, that my recollection is at least approximately correct as to the amount of the capital charges.

I am,
Yours very truly,

John Oliver.

148611

CITY OF NEW WESTMINSTER.
TWELFTH STREET (PACIFIC HIGHWAY) PAVING.

Fifth to Tenth Avenue.

Cost. \$95,000.00

30 year debentures at 5 % interest-Sinking Fund at 3%.

Annual Interest.....\$4750.00

Sinking Fund..... 1996.83

6746.83

Calculation to establish present cost to commute one third
of total assessment.

Annual Interest.....\$ 1583.33

Sinking Fund..... 665.61

2248.94

Present worth of 8 annual deposits of 665.61 at 3% compound
interest.....5918.60

Value of 5918.60 in 22 years at 3% compound
interest--11,340.03

\$31666.66 (one third of loan)less 11340.03+
20326.63

Present value of capital sum to realize
20326.63at C.I.in 22 years.....10608.47

16527.07

Capital sum required to pay 1583.33 per ann.
and exhaust itself in 22 years at 3% C.I. 25233.53

41760.60

8 annual installments of interest already
paid by City.....12666.64

Total cost to re-imburse for past payments 54427.24
and commute balance.

CITY OF NEW WESTMINSTER.

Columbia Street Improvements - Fourth Street to Leopold Place.

Amount of Loan \$55,000.00

Terms of Loan

30 year debentures bearing 4½% interest-Sinking fund bearing 3% interest.

Annual Interest 2,475.00

" Sinking Fund 1,156.05

Total annual Assessment \$ 3,631.05

Present cost to commute 1/3 rd of loan (\$18,333.33)

10 years of the 30 years term have elapsed.

Present value of 10 annual deposits of \$385.35 (1/3 sinking fund)
at 3% interest, compounded \$ 4,417.65

Value of \$4,417.65 in 20 years at 3% interest,
compounded, \$ 7,978.27
Leaving a balance of \$10,355.06 to be
provided for.

Present value of \$10,355.06 in 20 years at
3% interest, compounded \$ 5,733.59

Sum to be deposited at 3% interest, compounded,
to pay \$825.00 per annum and exhaust itself
in 20 years. \$ 12,273.52

Present cost to commute 1/3 rd of loan \$ 18,007.11

25 lots bearing \$2.45 per lot

CITY OF NEW WESTMINSTER
TWELFTH STREET (PACIFIC HIGHWAY) PAVING
Fifth to Tenth Avenue

Cost. \$95,000.00

30 year debentures at 5% interest-Sinking Fund at 3%.

Annual Interest	\$4750.00
Sinking Fund	<u>1996.83</u>
	6746.83

Calculation to establish present cost to commute one third of total assessment.

Annual Interest	\$1583.33
Sinking Fund	<u>665.61</u>
	2248.94

Present worth of 8 annual deposits of 665.61 at 3% compound interest 5918.60

Value of 5918.60 in 22 years at 3% compound interest--11,340.03

\$31,666.66 (one third of loan) less 11340.03-
20,326.63

Present value of capital sum to realize 20,326.63 at C.I. in 22 years	<u>10608.47</u>
	16527.07

Capital sum required to pay 1583.33 per ann. and exhaust itself in 22 years at 3% C.I.	<u>25233.53</u>
	41760.60

8 annual installments of interest already paid by City	<u>12666.64</u>
---	-----------------

Total cost to re-imburse for past payments and commute balance	<u>54427.24</u>
---	-----------------

Dec. 28, 1922.

New Westminster District

Re Application of the City of New Westminster that the Government should pay one-third of assessments accruing on account of the paving of a portion of Columbia St., New Westminster, between Fourth Avenue and Leopold Place.

Memo. to the Honourable Premier

Referring to your memo. of the 30th ultimo, after due consideration we are of the opinion that the safer course is to purchase the lots, now leased for railroad and highway purposes by the Provincial Government, from the City of New Westminster, in order to safeguard works constructed on the property, as well as the right of way.

Upon payment of the amount- \$1807.11, the City Authorities should be given to understand that the Government will not pay any local improvement taxes. If you approve, this payment can be charged against the loan bill passed at the last Legislature, but the funds are not available until some money is actually borrowed under the Act, but we are given to understand that this may be done in about a month's time.

Deputy Minister of Public Works.

JEG:MP

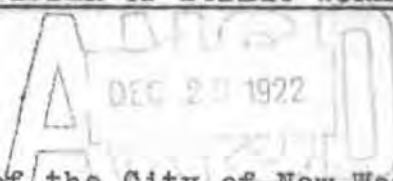


VICTORIA

1 9 2 2
Nov. 30th

MEMO FOR THE HON. MINISTER OF PUBLIC WORKS:

My dear Colleague:



Re Application of the City of New Westminster that the Government should pay one-third of assessments accruing on account of the paving of a portion of Columbia St., New Westminster, between Fourth Avenue and Leopold Place.

The basis of claim is that the Government are lessors from the City of New Westminster of certain lots lying between Columbia Street and Front Street. The Government leased these lots from the City of New Westminster for the purpose of constructing thereupon both railway and highway approaches to the Government bridge across the Fraser River at that point.

At the time this bridge was constructed, New Westminster, more than any other point of the Province, was benefitted by this bridge construction, as it is the only highway bridge across the Fraser River between Hope and the sea. The construction of this bridge has brought to the City of New Westminster the lines of the Great Northern Railway, the Canadian National Railway and the B. C. Electric Railway from Chilliwack, as well as the highway traffic.

The property leased to the Government, consisting largely of a bluff between the two streets, had little or no saleable or rental values. If used for residential or business purposes, very costly excavations and retaining walls had to be constructed; in fact, for railway purposes, expensive concrete retaining walls and crib fillings have had to be erected until one side of Columbia St. is paved, that being the side farthest away from the lots leased. When this paving was done about

*See Outward Letter (ASB) Apr 23rd 1917.
See 142735. 148364*

*Depy
DEPT*

1912, no assessments were made against these leased lands, one reason undoubtedly being that the lands were owned by the City and secondly that no assessments could be levied as against the Crown; the Crown being the tenants, had no say whatever as to whether this paving should be constructed or not, and was thus in an entirely different position from a property owner. Just why the City should make application for the Crown to pay local improvement taxation on lands owned by the City, but leased by the Crown, cannot be explained, except on the theory that the City wishes to unload a portion of its burden of debt upon the Provincial Government.

To any one familiar with the situation, it must be apparent that to maintain the railway and highway approaches to the bridge, considerable expenditure in the shape of retaining walls will have to be made by the Government from time to time.

What I would suggest to you would be that the Province should purchase these lots from the City at a price approximating the amount which the Crown is now asked to contribute on account of local improvements. If this were done, the Crown would be the owner of the concrete retaining walls already constructed and in course of construction, and of concrete retaining walls which will undoubtedly have to be built in the future.

There is another feature in this connection which may not have occurred to you, or been brought to your attention and it is this - if the Crown accepts the principle that it should pay for street paving and sidewalk construction under the guise of local improvements in respect to this property, on the same principle the Crown would be required to pay at least one-third of the cost of the paving of Front St., should the City decide at any time to pave Front St. adjoining this property leased.

Certainly if the application of the City of New Westminster is granted, it will leave the Government open to have similar demands made upon it in a number of other cases within the Province and will open

up another avenue of attack upon the already overburdened Provincial Treasury.

Personally, I have only the friendliest of feelings for the City of New Westminster, but I do not feel that the Government would be justified in acceding to this request.

Since the foregoing was dictated, I have ascertained that the land in question was granted to the City of New Westminster by Chapter 26, Statutes of 1884. The City was empowered to sell the same by public auction after a by-law for that purpose had received the sanction of the electors. These particular lands were only a small portion of the lands granted to the City at that time. The method before indicated of purchasing the lands from the City, is the only method which would appeal to me as being practical.

I am,

Yours truly,

John Oliver

Nov. 3rd, 1922.

Delta District.
South Approach New Westminster
Bridge.

Sir:-

File 9-0-10:

In reply to your letter of the 26th ultimo, the expenditure of \$200.00 to flush coat the Tarvia Macadam between the pavement and the bridge is approved. District Vote.

Yours obediently,

Public Works Engineer.

E.H. Verner, Esq.,
District Engineer,
New Westminster, B.C.

AH/AF.

DISTRICT FILE 9-0-10

DEPARTMENT FILE



THE GOVERNMENT OF
THE PROVINCE OF BRITISH COLUMBIA

DEPARTMENT OF PUBLIC WORKS
(DISTRICT ENGINEER'S OFFICE)

COURT-HOUSE,

NEW WESTMINSTER, B.C. Oct. 26th, 1922



PUBLIC WORKS ENGINEER

ANSWERED
OCT 31 1922

VICTORIA, B. C.

Delta District
South Approach New Westminster
Bridge.

Sir:-

As discussed with you some months ago, it has been found necessary to flush coat the Tarvia Macadam constructed last year between the pavement and the bridge.

I was under the impression that I had obtained authority for this work and proceeded with the flush coating when the opportunity offered. Either I have mislaid the authority or have not duly received it.

Will you kindly authorize the expenditure of \$200.00. The actual cost to date amounts to \$182.04.

I may say that I arranged with the City of New Westminster to supply the labor for the flush coating.

Yours obediently,

E. H. Jones
District Engineer.

P. Philip, Esq.,
Public Works Engineer,
Parliament Bldg.,
Victoria, B.C.

EHV/J

146356

*Cannot locate
any authorization*

4182

August 5th, 1922.

His Worship, Mayor Johnston,
New Westminster, B.C.

Dear Mayor Johnston:-

I have your letter of the 4th instant regarding
the improvements to Columbia Street, between Fourth Street
and Leopold Place.

I regret that I shall not be able to interview
you on Tuesday morning next, [REDACTED] s22

[REDACTED] s22

[REDACTED] s22

shall

advise you and shall be glad to discuss the matter with
you.

Yours truly,

Minister.

Mayor's Office



J. J. Johnston,
Mayor

New Westminster, B. C., August 4th 1922.



Honorable Dr. W. H. Sutherland,
Minister of Public Works,
Victoria, B. C.

Dear Sir :

I would very much like to have a brief interview with you on the subject of the improvements to Columbia Street, between Fourth Street and Leopold Place.

For this purpose I propose visiting Victoria on Tuesday morning next, if you could spare a few minutes of your time for this interview. I would very much appreciate it if you would let me know by wire or phone if you could see me sometime on Tuesday morning.

Yours very truly,

Mayor.

JJJ/N.

142735

ON HIS MAJESTY'S SERVICE



L. Philip, Esq.,
Public Works Engineer,
Department of Public Works,
Victoria, B.C.

DEPARTMENT OF THE INTERIOR
REVENUE BRANCH
OTTAWA

REV. FORM No. 23
25,000-17-13-21

Cash No. 177

Department of the Interior

OTTAWA, Apr. 6, 1922...192

Sir:

I beg to inform you that your letter of the 31st.
Mar. containing
ch. for \$115.60 re file #4623
has been received at this Department.

You will be further advised in regard to this matter in due course.

I am, Sir,

Your obedient Servant,

GEO. D. POPE,
Controller of Revenue.

Apr. 12th, 1922.

Delta District.
Conveyance of 2.89 Acre Portion Sec.18.

Sir:-

Referring to my letter of the 31st ultimo, requesting a transfer of \$115.00 to New Westminster District from Contingencies, Vote 248, I should feel obliged if you will change the District to that of Delta. A slight mistake occurred in naming it 'New Westminster'.

Yours obediently,

Deputy Minister of Public Works.

The Comptroller-General,
Parliament Buildings,
Victoria, B.C.

AH/AF.

Apr. 12th, 1922.

Delta District.
Conveyance of 2.89 Acre Portion Sec.18.

Sir:-

File 9-0-10-2:

In reply to your letter of the 6th instant, Delta is the correct District for the above subject.

Yours obediently,

Public Works Engineer.

E.H. Verner, Esq.,
District Engineer,
New Westminster, B.C.

AH/AF.

DISTRICT FILE.....9-0-10-2

DEPARTMENT FILE.....4623



THE GOVERNMENT OF
THE PROVINCE OF BRITISH COLUMBIA

4623
DEPARTMENT OF PUBLIC WORKS
(DISTRICT ENGINEER'S OFFICE)

COURT-HOUSE,

NEW WESTMINSTER, B.C. April 6th, 1922.



DELTA DISTRICT

Conveyance of 2.89 Acre Portion Sec. 18.

Approach to New Westminster Bridge

Sir:-

In reply to your letter of the 31st ultimo in which authority was given to supplement the New Westminster District Vote 248 by \$115.00,- should this not be the Delta District Vote, as our understanding is, that this portion of land lies within the Delta District. Further, the voucher as forwarded by your office was charged to Delta District.

Will you kindly advise in the matter.

Yours obediently,

E. H. Warner

District Engineer.

P. Philip, Esq.,
Public Works Engineer,
Parliament Bldgs.,
VICTORIA, B.C.

RC/J

PUBLIC WORK ENGINEER
ANSWERED
APR 11 1922

VICTORIA, B. C.

136783

ACCT.

9-0-10-2

4623

April 6th 2.

DELTA DISTRICT

Conveyance of 2.89 Acre Portion Sec. 18.

Sir:-

In reply to your letter of the 31st ultimo in which authority was given to supplement the New Westminster District Vote 248 by \$115.00,- should this not be the Delta District Vote, as our understanding is, that this portion of land lies within the Delta District. Further, the voucher as forwarded by your office was charged to Delta District.

Will you kindly advise in the matter.

Yours obediently,

E. H. Warner

District Engineer.

P. Philip, Esq.,
Public Works Engineer,
Parliament Bldgs.,
VICTORIA, B.C.

RC/J

Mar. 31st, 1922.

New Westminster District.
Conveyance of 2.89 Acre Portion Sec.18
etc.

Sir:-

Kindly transfer from Contingencies
to Vote 248, New Westminster District, the sum
of \$115.00.

Yours obediently,

Deputy Minister of Public Works.

The Comptroller-General,
Parliament Buildings,
Victoria, B.C.

AH/AF.

Mar. 31st, 1922

New Westminster District.
Conveyance of 2.89 Acre Portion Sec.18
etc.

Sir:-

In reply to your letter of the 28th
instant, File 9-0-10-2, the New Westminster
District Vote 248 will be supplemented by \$115.00.

Yours obediently,

Public Works Engineer.

E.H. Verner, Esq.,
Acting District Engineer,
New Westminster, B.C.

AH/AF.

Mar. 31st, 1922.

New Westminster District.
Conveyance of 2.89 Acre Portion Sec. 18.
etc.

Sir:-

With reference to your letter of
the 7th instant, your File 32676-BCL, I now
beg to enclose herewith New Westminster Govern-
ment Agent's cheque #A31333 - \$115.60.

Yours obediently,

Public Works Engineer.

Grier Wyld^{sr} Esq.,
Superintendent,
Department of the Interior,
British Columbia Lands Branch,
Ottawa, Canada.

AH/AF.

DISTRICT FILE 9-0-10-2

DEPARTMENT FILE 4623



THE GOVERNMENT OF
THE PROVINCE OF BRITISH COLUMBIA

4623
DEPARTMENT OF PUBLIC WORKS
(DISTRICT ENGINEER'S OFFICE)



COURT-HOUSE.

NEW WESTMINSTER, B.C. Mar. 28th, 1922.

New Westminster District.
Conveyance of 2.89 Acre Portion Sec. 18,
etc.

PUBLIC WORK ENGINEER
ANSWERED
MAR 31 1922

Sir:-

In reply to your communication of the 23rd instant, I herewith enclose the cheque mentioned, together with a copy of the voucher. You will note that I have made same a charge against the District Reserve.

As no provision has been made for this amount in the District Vote, would you be kind enough to supplement the District Vote by this amount, in order to avoid overdrawing the Annual Appropriation.

Yours obediently,

Acting District Engineer.

P. Philip, Esq.,
Public Works Engineer,
Parliament Bldgs.,
VICTORIA, B.C.

EHV/J

Encls. 2.

136397

ACCT.

DISTRICT FILE 2-0-10-2

DEPARTMENT FILE 4623



THE GOVERNMENT OF
THE PROVINCE OF BRITISH COLUMBIA

DEPARTMENT OF PUBLIC WORKS
(DISTRICT ENGINEER'S OFFICE)

COURT-HOUSE.

NEW WESTMINSTER, B.C. Mar. 28th 1922

New Westminster District.
Conveyance of 2.89 Acre Portion Sec. 18,
etc.

Sir:-

In reply to your communication of the 23rd instant, I herewith enclose the cheque mentioned, together with a copy of the voucher. You will note that I have made same a charge against the District Reserve.

As no provision has been made for this amount in the District Vote, would you be kind enough to supplement the District Vote by this amount, in order to avoid overdrawing the Annual Appropriation.

Yours obediently,

E. Werner

Acting District Engineer.

P. Philip, Esq.,
Public Works Engineer,
Parliament Bldgs.,
VICTORIA, B.C.

EHV/J

Encls. 2.

FORM No. 3.

Audit Voucher No.

DELTA DISTRICT

Allocation of Expenditure.	\$
District Reserve	115 60

Department of the Interior,
B. C. Lands, Branch, Ottawa,
P.O. address..... (Cheque to Works)

Public Works Engineer or Assistant.

Government Agent.

Minister or Deputy.

TRA-2013-00268
Page 495

Mar. 23rd, 1922.

New Westminster District.
Conveyance of 2.89 Acre Portion Sec.18,
etc.

Sir:-

Kindly pass for payment the enclosed
voucher in favour of the Department of the
Interior, B.C. Lands Branch, Ottawa, and have
the cheque sent to this office.

Yours obediently,

Public Works Engineer.

H.H. Verner, Esq.,
Acting District Engineer,
New Westminster, B. C.

AH/AF.

REFER TO
FILE NO. 4623

IN REPLYING, WRITE ONLY ON ONE SIDE OF THE PAPER.
REFER TO ONLY ONE SUBJECT OR TO ONE WORK IN A LETTER.



THE GOVERNMENT OF
THE PROVINCE OF BRITISH COLUMBIA

DEPARTMENT OF PUBLIC WORKS

VICTORIA 16th March, 22

New Westminster District.
Conveyance of 2.89 acre Portion Sec. 18.

Memo. for s22

Kindly refer to No. 135746
and have a cheque sent to cover the purchase
price of this land. In this connection kindly
also refer to 118393 of above file.

Philip
Public Works Engineer.

FLM/K

Wheeler No 248. get the list
Sept of the Interior

B. C. Lands Branch
Ottawa - (Cheque & work)

1922

March 21st

To Section price of 2.89 Acres
Land in Lot 18 B.S.N.R. 2nd W.
Sp 38 W. 7 East Meridian
acquired for highway purposes

File 4623
135746

115-60

16th March, 22

New Westminster District.
Conveyance of 2.89 acre portion Sec.18

Sir:

I am in receipt of yours of the 7th inst., and beg to advise that the description in connection with the above is satisfactory to the Department. A cheque for the purchase price will be remitted in due course.

Yours obediently,

Public Works Engineer.

Grier Wyld, Esq.,
Supt. B.C. Lands Branch,
Ottawa,

FLM/K

4623

DO NOT WRITE ABOUT MORE THAN
ONE SUBJECT IN THE SAME LETTER
ADDRESS YOUR REPLY
"SUPERINTENDENT B. C. LANDS
DEPARTMENT OF THE INTERIOR."

RWM/ADM

DEPARTMENT OF THE INTERIOR



CANADA

IN YOUR REPLY
PLEASE QUOTE THIS
FILE NO.

32676 BCL.



BRITISH COLUMBIA LANDS BRANCH

OTTAWA, March 7th, 1922.

ATTACHED	15/3/22
ANSWERED	NOTED
RECEIVED	
MAR 16 1922	
PUBLIC WORKS DEPT.	
VICTORIA, B. C.	

*See Washington Post
Conveyance of 2.89 acres
portion Section 18 etc*

Sir,

With further reference to your application for the conveyance of 2.89 acres of land lying near the New Westminster Bridge Approach in Township 36, West Coast Meridian, your File 4623, I beg to say that the sale has been approved by the Deputy Minister and the following description has been prepared by the Surveyor General's Branch of the Department of the Interior.

That certain parcel or tract of land situate in section eighteen of block five north, in range two west, in township numbered thirty-eight west of the Coast meridian, in the province of British Columbia, as the said section is shown upon a plan of sections seven and eighteen of the said block in the said township, approved and confirmed by E. Deville, Surveyor General of Dominion Lands, on the second day of May, one thousand nine hundred and ten, which said parcel may be more particularly described as follows:-

Commencing at a point in said section eighteen situate at an angle in the easterly limit of Bridge street (now known as Scott Road), which said point lies one chain, sixty-eight links and eight-tenths of a link, more or less, measured northeasterly along the southeasterly limit of said Bridge street from its intersection with the northeasterly boundary of lot two, group two, Crown Grant; thence northeasterly along the production of the said southeasterly limit of said Bridge street a distance of seven chains, sixty-five links, and nine tenths of a link, more or less, to its intersection with the southerly limit of a surveyed road along the north boundary of said section eighteen, the said road being now known as the Trans-Provincial highway; thence westerly along the said southerly limit of the said highway a distance of nine chains, fifty-eight links, and one tenth of a link, more or less, to its intersection with the northeasterly limit of said Bridge street; thence southeasterly along the said northeasterly limit a distance of seven chains and seventy-five links, and seven tenths of a link, more or less, to the point of commencement, containing by admeasurement two acres and eighty-nine hundredths of an acre, more or less.

Kindly say if the above description is satisfactory to your Department.

125746

E. Phillips, Esq.,
Engineer, Department of Public Works,
Victoria, B.C.

Upon receipt of the purchase price, namely
\$115.60, the title of above mentioned land will be vested
in the Province.

Your obedient servant,

Grier Wyld
Grier Wyld,
Superintendent.

27th Dec: 21.

New Westminster District.
Conveyance of 2.89 Portion Section 18, etc.

Sir:

Herewith is copy of letter from
the Supt. of Lands for B.C., Ottawa, together with copy
of my reply thereto.

2 blue prints and lithographic
print together with amended description are also enclosed.

Yours obediently,

Public Works Engineer.

E.H. Verner, Esq.,
Act. Dist. Engineer,
New Westminster, B.C.

FLM/X

Encls.

27th Dec: 21.

New Westminster Dist.
Conveyance of 2.89 Portion Section 18, etc.,

Sir:

Your file 32676 BCL,871 #2 - In reply to yours of the 9th inst., we are submitting amended plans and descriptions which we trust will now meet with your approval.

The valuation of \$40 per acre is acceptable to this Department and a cheque for the purchase of the above land will be forwarded on receipt of the necessary conveyance.

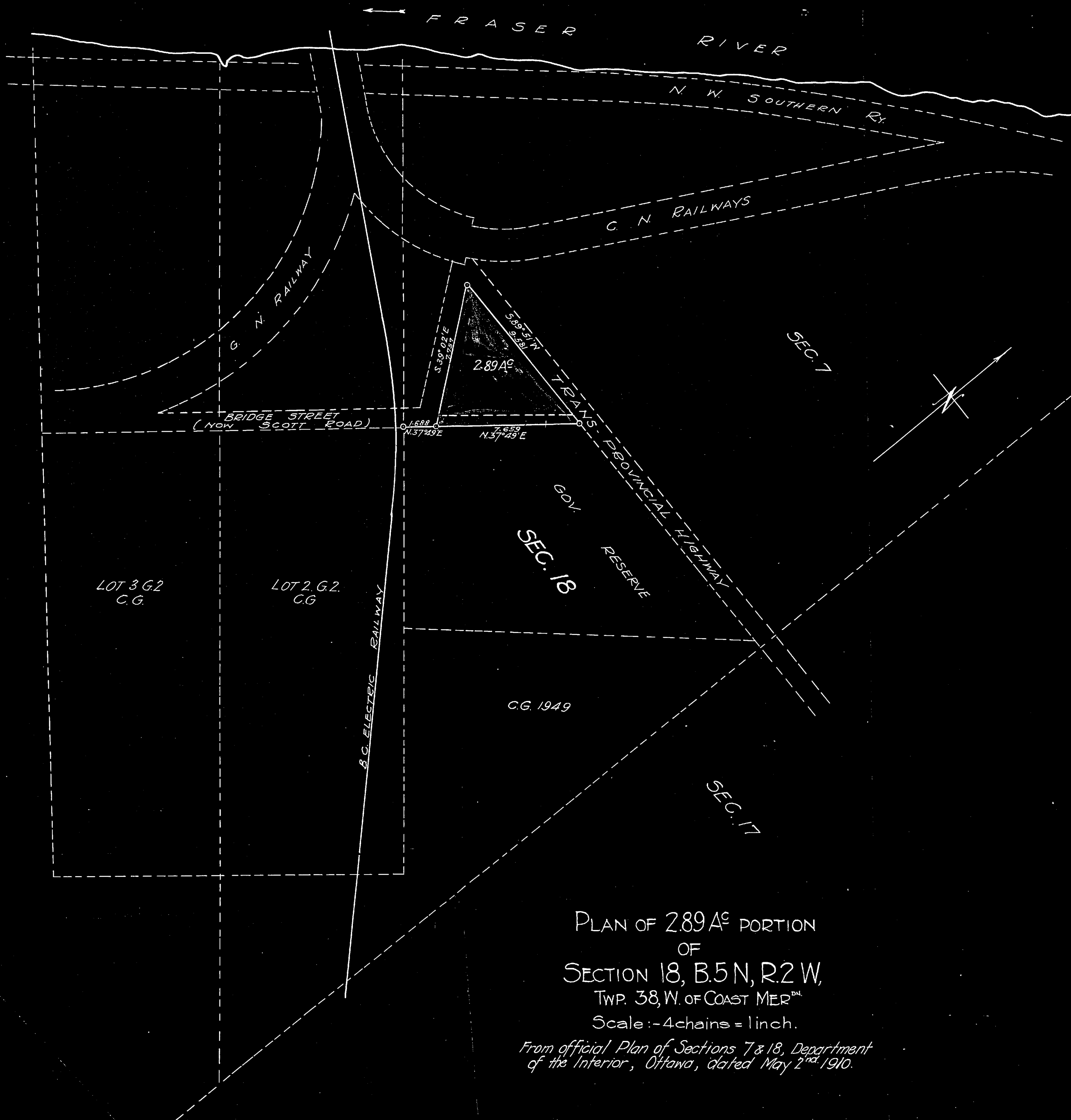
Yours obediently,

Public Works Engineer.

G. Wyld, Esq.,
Supt. Dept. of the Interior,
B.C. Lands Branch, Ottawa,

FLM/K

Encl.



DESCRIPTION of a 2.89 acre portion of Section 18, Block 5, North Range 2 West Tp. 38 West of Coast Meridian.

ALL AND SINGULAR that certain parcel or tract of land situate, lying and being in the Province of British Columbia and consisting of a portion of Section 18, Block 5 North Range 2 West, which parcel may be more particularly described as follows:-

COMMENCING at a point in the south easterly boundary of Bridge Street (now known as Scott Road) said point being distant one and six hundred and eighty eight thousandths (1.688) chains more or less N. 37 deg. 49' E. from the intersection of the south westerly boundary of the said Section 18 and the south easterly boundary of said Bridge Street (now Scott Road) thence N. 37 deg. 49' E. seven and six hundred and fifty nine thousandths (7.659) chains, more or less to a point in the southerly boundary of the Trans-Provincial Highway, thence S. 99 deg. 51' W. along the southerly boundary of said highway nine and five hundred and eighty one thousandths (9.581) chains more or less, to a point at the intersection of the said Trans-Provincial Highway with Bridge Street (now Scott Road) thence South 39 deg. 02' E. along the easterly boundary of the said Scott Road seven and seven hundred and fifty seven thousandths (7.757) chains more or less to the point of commencement, the same containing by admeasurement two and eighty nine hundredths (2.89) acres more or less, as shewn coloured red on the plan attached hereto.

DESCRIPTION of a 2.89 acre portion of Section 18, Block 5, North Range 2 West Tp. 38 West of Coast Meridian.

ALL AND SINGULAR that certain parcel or tract of land situate, lying and being in the Province of British Columbia and consisting of a portion of Section 18, Block 5 North Range 2 West, which parcel may be more particularly described as follows:-

COMMENCING at a point in the south easterly boundary of Bridge Street (now known as Scott Road) said point being distant one and six hundred and eighty eight thousandths (1.688) chains more or less N. 37 deg. 49' E. from the intersection of the south westerly boundary of the said Section 18 and the south easterly boundary of said Bridge Street (now Scott Road) thence N. 37 deg. 49' E. seven and six hundred and fifty nine thousandths (7.659) chains, more or less to a point in the southerly boundary of the Trans-Provincial Highway, thence S. 99 deg. 51' W. along the southerly boundary of said highway nine and five hundred and eighty one thousandths (9.581) chains more or less, to a point at the intersection of the said Trans-Provincial Highway with Bridge Street (now Scott Road) thence South 39 deg. 02' E. along the easterly boundary of the said Scott Road seven and seven hundred and fifty seven thousandths (7.757) chains more or less to the point of commencement, the same containing by admeasurement two and eighty nine hundredths (2.89) acres more or less, as shown coloured red on the plan attached hereto.

4623

DO NOT WRITE ABOUT MORE THAN
ONE SUBJECT IN THE SAME LETTER
ADDRESS YOUR REPLY
"SUPERINTENDENT B. C. LANDS
DEPARTMENT OF THE INTERIOR."

DEPARTMENT OF THE INTERIOR



CANADA

IN YOUR REPLY
PLEASE QUOTE THIS
FILE NO.

RWM/PQ

32676 BCL
871#2 "



BRITISH COLUMBIA LANDS BRANCH

OTTAWA, Dec. 9, 1921.

New Westminster District

Conveyance of 2.89 portion Section 18 etc

With further reference to your application for the conveyance of 2.87 acres of land lying near the New Westminster Bridge Approach in township 38, West Coast Meridian, your File 4623, I beg to forward two copies of a plan of sections 7 and 18, dated the 2nd May, 1910.

You will note that two of the bearings bounding the parcel shown on Surveyor King's tracing differ slightly from those shown on the printed plan and it is also rather likely that calculation would show that the distances differ slightly also.

The land applied for covers the parcel marked "B.C. Electric Railway Co." and also a strip fifty links in width along the North-westerly side of the Government Reserve.

It would expedite matters here and overcome many difficulties if your application were based on the printed plan instead of on the plan by Mr. King.

The Agent of Dominion lands at New Westminster has reported favourably on your application and has placed a valuation of \$40.00 per acre on the land.

ATTENDED	9/11
ANSWERED	9/11
NOTED	
REFERRED TO	
DEC 17 1921	
OFFICE ENGINEER, PUBLIC WORKS DEPT. VICTORIA, B. C.	

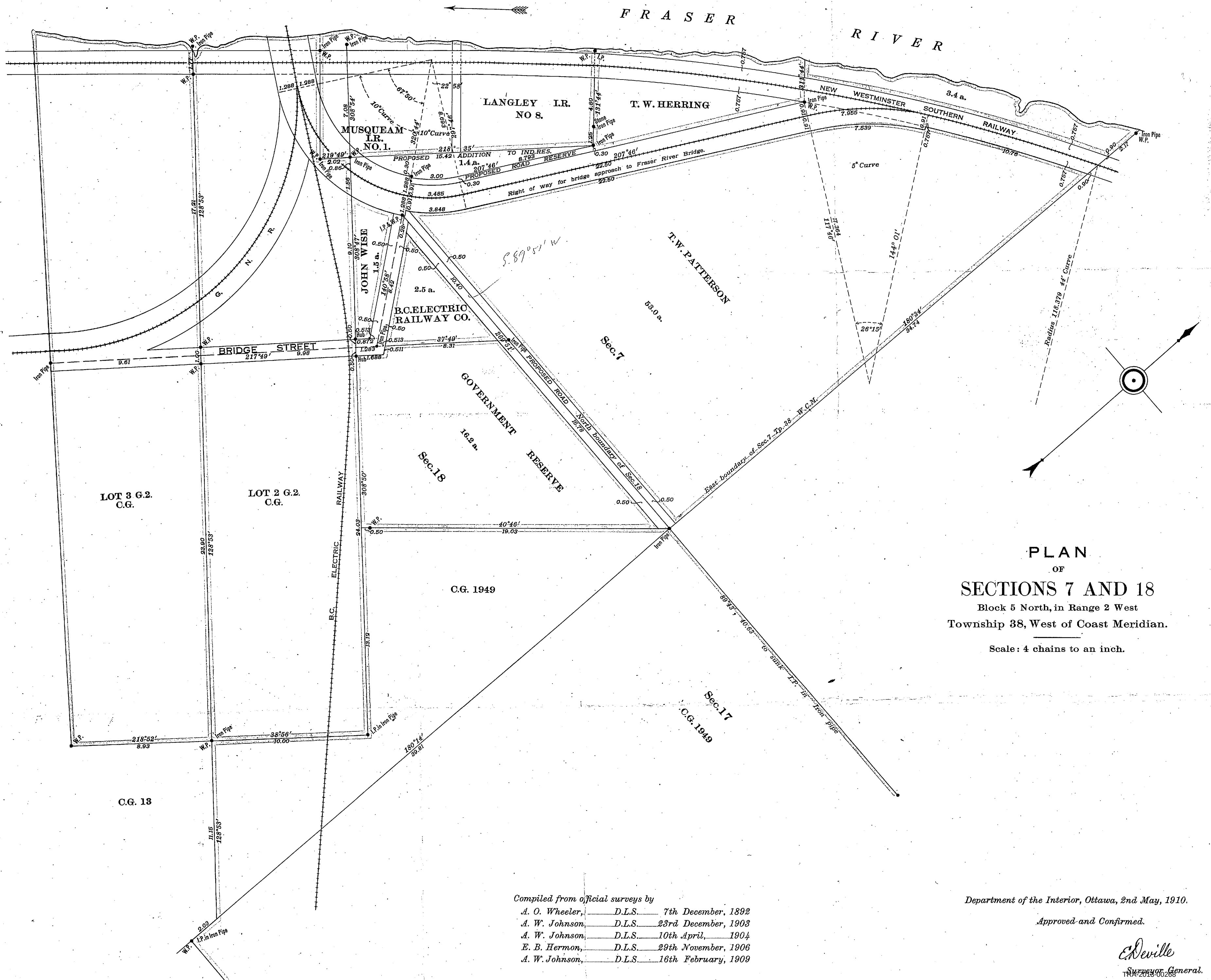
Your obedient servant,

GRIER WYLD,

Grier Wyld
Superintendent.
RWM

P. Philip, Esq.,
Engineer,
Department of Public Works,
Victoria, B.C.

132434



PLAN
OF
SECTIONS 7 AND 18
Block 5 North, in Range 2 West
Township 38, West of Coast Meridian.
Scale: 4 chains to an inch.

Compiled from official surveys by
A. O. Wheeler, D.L.S. 7th December, 1892
A. W. Johnson, D.L.S. 23rd December, 1903
A. W. Johnson, D.L.S. 10th April, 1904
E. B. Hermon, D.L.S. 29th November, 1906
A. W. Johnson, D.L.S. 16th February, 1909

Department of the Interior, Ottawa, 2nd May, 1910.

Approved and Confirmed.

E. Deville
Surveyor General.
Page 507

Nov. 21st, 1921.

Delta District.
South Approach New Westminster Bridge.

Sir:-

The District Engineer has authority
to flush coat the Tarvia Bound Macadam at the
above bridge at a cost of \$350.00 and charge to
Highway Loan, 1920.

Yours obediently,

Public Works Engineer.

The Government Agent,
New Westminster, B.C.

AH/AF.

Nov. 21st, 1921.

Delta District.
South Approach New Westminster Bridge.

Sir:-

File 9-0-10:

In reply to your letter of the 15th instant, you may flush coat the Tarvia Bound Macadam at above point at a cost of \$350.00, this to be a charge to Highway Loan, 1920.

Yours obediently,

Public Works Engineer.

E.H. Verner, Esq.,
Acting District Engineer,
New Westminster, B.C.

AH/AP.



THE GOVERNMENT OF
THE PROVINCE OF BRITISH COLUMBIA

4623
DEPARTMENT OF PUBLIC WORKS
(DISTRICT ENGINEER'S OFFICE)

COURT-HOUSE,

NEW WESTMINSTER, B.C. Nov. 15th 1921



DELTA DISTRICT

South Approach New Westminster
Bridge.

Sir:-

As I informed you verbally a few days ago, it is my opinion that the recent Tarvia Bound Macadam constructed at above point, is now greatly in need of a flush coat in order to prevent water finding its way through the surface during the winter rains, with a possibility of grave loss due to heaving of frost. The cost of this work will be approximately \$350.00.

Will you be good enough to authorize this expenditure and make the same a charge against Highway Loan, as the District Vote is unable to bear further expenditures.

Yours obediently,

B. H. Verner

Acting District Engineer.

P. Philip, Esq.,
Public Works Engineer,
Parliament Bldgs.,
VICTORIA, B.C.

EHV/J

131154

In Hood
~~APWE~~

9-0-10

Nov. 15th 1

DELTA DISTRICT

South Approach New Westminster
Bridge.

Sir:-

As I informed you verbally a few days ago, it is my opinion that the recent Tarvis Bound Macadam constructed at above point, is now greatly in need of a flush coat in order to prevent water finding its way through the surface during the winter rains, with a possibility of grave loss due to heaving of frost. The cost of this work will be approximately \$350.00.

Will you be good enough to authorize this expenditure and make the same a charge against Highway Loan, as the District Vote is unable to bear further expenditures.

Yours obediently,

E. H. Verneer

Acting District Engineer.

P. Philip, Esq.,
Public Works Engineer,
Parliament Bldg.,
VICTORIA, B.C.

EHV/J

28th Oct: 21.

New Westminster District.
Approach to Bridges.

Sir:

Your file 32676, B.C.L. Referring to my letter of the 24th June last, and your reply thereto of 14th July, - kindly advise if you are now in a position to finally dispose of this matter.

Yours obediently,

Public Works Engineer.

G. Wyld, Esq.,
Supt. B.C. Lands Branch,
Ottawa,

FLM/K

Aug. 29th, 1921.

Delta District.
Paving Westminster Bridge Approach.

Sir:-

File 9-90-36:

With reference to your letter of the 24th instant, I return herewith the account of the Corporation of the City of New Westminster, which I have approved and is now ready for payment.

Yours obediently,

Public Works Engineer.

E. H. Verner, Esq.,
Acting District Engineer,
New Westminster, B. C.

AH/AF.

Dist. File 9-90-36



THE GOVERNMENT OF
THE PROVINCE OF BRITISH COLUMBIA

4613
DEPARTMENT OF PUBLIC WORKS
(DISTRICT ENGINEER'S OFFICE)
Court House,

New Westminster, Aug. 24th 1921



DELTA DISTRICT

Paving Westminster Bridge Approach
(Vouchers & Accounts.)

Sir:-

I enclose herewith an account from the City of Westminster in connection with paving with Tarvia "X" South Approach Fraser River Bridge.

Would you kindly stamp this account for payment as it stands, as I do not wish to trouble the City supplying a detailed statement, showing the names and detailed time of each man working, particularly as we are to some extent indebted to the City for undertaking this work on our behalf.

The items shown in the account, are, I believe, reasonable, and sufficient funds are on hand for payment of the account.

My reason for troubling you in this matter is that in usual course of events, the Government Agent would ask for a detailed statement of the man and the time employed, and as outlined above, I do not wish to put the City to any inconvenience in the matter.

Yours obediently,

E. H. Verner

Acting District Engineer. J.

P. Philip, Esq.,
Public Works Engineer,
Parliament Bldgs.,
VICTORIA, B.C.

EHV-J

Encls. 1.

127879

If he submits details of work performed - this should be sufficient - to

ACCT.

Dist. File 9-90-36



THE GOVERNMENT OF
THE PROVINCE OF BRITISH COLUMBIA

DEPARTMENT OF PUBLIC WORKS
(DISTRICT ENGINEER'S OFFICE)

Court House,

New Westminster, Aug. 24th 1921

DELTA DISTRICT

Paving Westminster Bridge Approach
(Vouchers & Accounts.)

Sir:-

I enclose herewith an account from the City of Westminster in connection with paving with Tarvia "X" South Approach Fraser River Bridge.

Would you kindly stamp this account for payment as it stands, as I do not wish to trouble the City supplying a detailed statement, showing the names and detailed time of each man working, particularly as we are to some extent indebted to the City for undertaking this work on our behalf.

The items shown in the account, are, I believe, reasonable, and sufficient funds are on hand for payment of the account.

My reason for troubling you in this matter is that in usual course of events, the Government Agent would ask for a detailed statement of the man and the time employed, and as outlined above, I do not wish to put the City to any inconvenience in the matter.

Yours obediently,

E. H. Verner.

Acting District Engineer. *J.*

P. Philip, Esq.,
Public Works Engineer,
Parliament Bldgs.,
VICTORIA, B.C.

BHV-J

Encls. 1.

Aug. 12th, 1921.

Delta District.
South Approach - New Westminster Bridge.

Sir:-

File 9-0-10:

Replying to your letter of the 30th
ultimo, \$761.00 additional is authorized for
expenditure for the south approach to the above
bridge and will be charged to Highway Loan, 1920.

Yours obediently,

Public Works Engineer.

E. H. Verner, Esq.,
Acting District Engineer,
Court House,
New Westminster, B. C.

AH/AF.

Dist. File 2-90-36
Dept. File 4623



THE GOVERNMENT OF
THE PROVINCE OF BRITISH COLUMBIA

DEPARTMENT OF PUBLIC WORKS
(DISTRICT ENGINEER'S OFFICE)

Court House,

New Westminster, July 30th 1921



ENGINEERING DISTRICT #2

Vouchers & Accounts.

Sir:-

I beg to acknowledge receipt of your communication dated 14th instant, and in reply have to say that I have no knowledge whatsoever of this account, and believe that it may relate to some work in connection with the Railway Department.

I enclose a copy of communication received from the Canadian National Railways for your information.

Yours obediently,

E. W. Verner

Acting District Engineer.

P. Philip, Esq.,
Public Works Engineer,
Parliament Bldgs.,
VICTORIA, B.C.

EHV-J

Encls. 2.

126803

ACCT.

Dist. File 2-90-36
Dept. File 4623



THE GOVERNMENT OF
THE PROVINCE OF BRITISH COLUMBIA

DEPARTMENT OF PUBLIC WORKS
(DISTRICT ENGINEER'S OFFICE)

Court House,
New Westminster, July 30th 1921

ENGINEERING DISTRICT #2

Vouchers & Accounts.

Sir:-

I beg to acknowledge receipt of your communication dated 14th instant, and in reply have to say that I have no knowledge whatsoever of this account, and believe that it may relate to some work in connection with the Railway Department.

I enclose a copy of communication received from the Canadian National Railways for your information.

Yours obediently,

E. H. Varner

Acting District Engineer.

P. Philip, Esq.,
Public Works Engineer,
Parliament Bldg.,
VICTORIA, B.C.

EHV-J

Encls. 2.

(C O P Y)

CANADIAN NATIONAL RAILWAYS

Point Ellice, Victoria, B.C.,
July 20th, 1921.

Our file No. 461-B.

Mr. Vernie,
Dist. Engineer,
B. C. Prov. Government,
New Westminster, B.C.

Dear Sir:-

I am today in receipt of advice from the Dept. of Public Works here, to the effect that bill for \$4440.70, covering hauling and unloading gravel, removing stringers, and levelling ballast, at New Westminster Bridge, have advised you to pass a voucher for this amount.

Please let me have a check to cover this amount, at your earliest convenience, made payable to the Canadian National Railways, at Victoria.

Yours truly,

W. S. R. Cameron.

AGENT.

CANADIAN NATIONAL RAILWAYS

WESTERN LINES

Winnipeg, Man., June 27th, 1921.

Acctg. Dept. No. D.A. 57568.

Provincial Govt. of British Columbia,

Victoria, B.C.

To cost of hauling and unloading Gravel
for East Approach to New Westminster Bidge.

5630 Yards of Gravel @ 75¢ C.Yard	\$ 4222.50.
Removing Stringers and levelling Ballast at Bridge.	218.20.

Total	\$ 4,440.70.

4623

Mr Philip

126785.

You will observe by
letter 124413 that the
first authorization is
to the Highway Loan
would it not be better to
confine it to the ^{one} Approp.
& make it all Highway Lo.

Ed P.²

A.

Dist. File 9-0-10
Dept. File 4623



THE GOVERNMENT OF
THE PROVINCE OF BRITISH COLUMBIA

DEPARTMENT OF PUBLIC WORKS
(DISTRICT ENGINEER'S OFFICE)

Court House,
New Westminster, July 30, 1921



DELTA DISTRICT

South Approach New Westminster Bridge.

Sir:-

Further to my communication of June 22nd, I beg to say that it has been found advisable to increase the number of square yards originally estimated at 931, to 1530 square yards.

This increase is advisable on the grounds that we were able to widen the curves and also to construct an intersection where the said approach turns into the Scott Road.

I have gone into this matter very thoroughly with Mr. Furnace and the work is being carried out according to this new arrangement.

Will you kindly therefore, authorize the additional sum of \$761.00, making the total appropriation for this work \$2292.00.

As I informed you verbally on the ground, we were at some extra expense - not anticipated in our original estimate - owing to the necessity of shipping the road roller by rail across the New Westminster Bridge. This, of course, entailed time and expense in loading and unloading.

You may recall the fact that you agreed with me that the increased yardage was warranted by the excellent results obtained.

Yours obediently,

W. J. Hood

Acting District Engineer.

P. Philip, Esq.,
VICTORIA, B.C.

126785

PHV-J

Dist. File 9-0-10
Dept. File 4623



THE GOVERNMENT OF
THE PROVINCE OF BRITISH COLUMBIA

DEPARTMENT OF PUBLIC WORKS
(DISTRICT ENGINEER'S OFFICE)

Court House,
New Westminster, July 30, 1922

DELTA DISTRICT

South Approach New Westminster Bridge.

Sir:-

Further to my communication of June 22nd, I beg to say that it has been found advisable to increase the number of square yards originally estimated at 931, to 1530 square yards.

This increase is advisable on the grounds that we were able to widen the curves and also to construct an intersection where the said approach turns into the Scott Road.

I have gone into this matter very thoroughly with Mr. Furnace and the work is being carried out according to this new arrangement.

Will you kindly therefore, authorize the additional sum of \$761.00, making the total appropriation for this work \$2292.00.

As I informed you verbally on the ground, we were at some extra expense - not anticipated in our original estimate - owing to the necessity of shipping the road roller by rail across the New Westminster Bridge. This, of course, entailed time and expense in loading and unloading.

You may recall the fact that you agreed with me that the increased yardage was warranted by the excellent results obtained.

Yours obediently,

Edw. J. Jones

Acting District Engineer.

P. Philip, Esq.,
VICTORIA, B.C.

REV-3

DO NOT WRITE ABOUT MORE THAN
ONE SUBJECT IN THE SAME LETTER
ADDRESS YOUR REPLY
"SUPERINTENDENT B. C. LANDS
DEPARTMENT OF THE INTERIOR."

DEPARTMENT OF THE INTERIOR



CANADA

4623
IN YOUR REPLY
PLEASE QUOTE THIS
FILE NO.

RWM/PQ

32676 BCL

BRITISH COLUMBIA LANDS BRANCH



OTTAWA, July 14, 1921.

*New West. Dist.
Approach to Bridge*

Sir,

In reply to your letter of the 24th June last,
concerning the conveyance of a parcel containing 2.87
acres near the New Westminster bridge approach, I beg
to say that the matter has been referred to the Agent
of Dominion Lands, New Westminster, for a report.

When this report has been received, you will
be further advised.

Your obedient servant,

GRIER WYLD,

Grier Wyld

Superintendent.

RWM

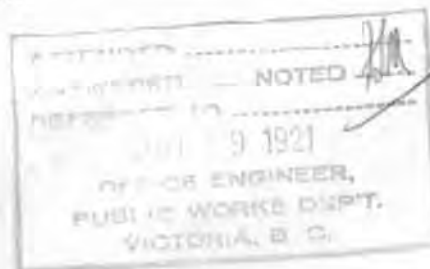
P. Philip, Esq.,

Public Works Engineer,

Department of Public Works,

Victoria,

British Columbia.



Amend Further Report

126199

O.E.

July 14th, 1921.

New Westminster District.
Approach to Bridge.

Sir:-

I enclose herewith account of the
Canadian National Railways for hauling and
unloading gravel for East Approach to New
Westminster Bridge. \$4,440.70.

Yours obediently,

Public Works Engineer.

E.H. Verner, Esq.,
Acting District Engineer,
Court House,
New Westminster, B.C.

HVB/AP.

CANADIAN NATIONAL RAILWAYS

WESTERN LINES



Point Ellice, Victoria, B.C., July 13, 1921.

Our File No. 461-B.

Prov. Govt. of British Columbia,

Victoria, B.C.

Dear Sir:-

I attach herewith bill, in triplicate, for hauling and unloading gravel, removing stringers, and levelling ballast, at New Westminster Bridge, for the amount of \$4440.70.

Please give this matter your early attention, and favor me with a check to cover this amount, at your earliest convenience.

Yours truly

A large, stylized handwritten signature of W. S. R. McLeod.

Agent.

Copy sent to Vernon

 A handwritten signature, possibly "J. H. ...".

125609

ACCT.

June 24th, 1921.

New Westminster District.
Conveyance of 2.97 acre portion -
Approach to Bridge.

Sir:-

As we have had no acknowledgement of my letter of the 14th April last regarding our application in connection with the above, I shall be glad to hear that same will be favourably disposed of at an early date.

Yours obediently,

Public Works Engineer.

The Inst. of B.C. Lands
Department of Interior,
Ottawa.

LM/AVB.

DUPLICATE.

MEMORANDUM OR TELEGRAM FROM THE PUBLIC WORKS ENGINEER.

TELEGRAMS SUBJECT TO USUAL TERMS ON COMPANY'S FORMS.

4623
Date June 22, 1912

To

C. H. Jones
Post Road
New Westminster.

Understand never fifteen tons
under circumstances ship by
flat car or scow (5'4")
Railway Department advise deck
will not carry ^{this} load

P. Philip

June 21, 1921.

New Westminster District.

New Westminster Bridge Approach.

Memo. to Chief Engineer of Railways:

I herewith enclose, for your information, copy of telegram from Acting District Engineer Verner of the 20th Inst., together with copy of my reply thereto of the same date.

Public Works Engineer.

GPH/SHE

Encls.

DUPLICATE.

MEMORANDUM OR TELEGRAM FROM THE PUBLIC WORKS ENGINEER.

TELEGRAMS SUBJECT TO USUAL TERMS ON COMPANY'S FORMS.

(60)
Date June 20th, 191 21

To

E. H. Turner.

District Engineer

Coast House - New Westminster.

Reply with even date. Railway Department
advises decking in poor shape but
you can cross at night at your own
risk but must use four inch
planks sixteen feet long (18 ft)
Suggest crossing by scout.

J. Philip.



CANADIAN PACIFIC R'Y. CO.'S TELEGRAPH TELEGRAM

FORM T.D. 1 M.

All Messages are received by this Company for transmission, subject to the terms and conditions printed on their Blank Form No. 2, which terms and conditions have been agreed to by the sender of the following message. This is an unrepeatable message, and is delivered by request of the sender under these conditions.

J. McMILLAN, Manager Telegraphs, Montreal.

13 Vr S 21

New Westminster, B. C. June 20/21

ASSISTANT PUBLIC WORK ENGINEER

Pg Philip,

ANSWERED
JUN 20 1921

Pub. Works, Victoria.

VICTORIA, B.C.

Wire superintendent Gifford authority to pass road roller
across Westminster bridge urgently required for
new Tarvia macadam, advise me by wire.

Verner.

16.35

*More at. now with 12" plank
in 16 ft lengths. Floor in poor
condition*

June 15th, 1921.

New Westminster District.
Approach - New Westminster Bridge.

Sir:-

Your File 9-0-10-2:

Replying to your letter of the 10th
instant, \$1534.00 may be drawn from the High-
way Loan Act, 1920, for the above work.

Yours obediently,

Public Works Engineer.

E. H. Verner, Esq.,
Acting District Engineer,
Court House,
New Westminster, B. C.

AH/AF.

June 15th, 1921.

New Westminster District.
Approach - New Westminster Bridge.

Sir:-

The sum of \$1534.00 is available
from the Highway Loan Act, 1920, for the above
work.

Yours obediently,

Public Works Engineer.

The Government Agent,
New Westminster, B.C.

AH/AP.

Dist. File 9-0-10-2
Dept. File 4623



DEPARTMENT OF PUBLIC WORKS,
A/District Engineer's Office,
Court House, New Westminster,
June 10th, 1921.



DELTA DISTRICT
Approach to New Westminster Bridge.

Sir:-

In reply to your communication of June 8th, I note the authority for carrying out the work at a cost of \$1,534.00.

I may say that no provision was made for this in the District Vote, as I looked upon this ~~this~~ section of roadway as one upon which a hard surface was necessary, and believe that this would be work that would rightly be financed from the Highway Loan Act.

As you know, the District Vote in Delta District this year is extremely low in comparison with the amount of work that has to be carried out, and I would strongly recommend that you authorize the charging of this work against the Highway Loan Act.

Kindly advise as early as possible your decision in this matter.

Yours obediently,

E. H. Verrier

Acting District Engineer.

P. Philip, Esq.,
Public Works Engineer,
Parliament Bldgs.,
VICTORIA, B.C.

124413

SHV-4

Dist. File 9-0-10-2
Dept. File 4623



DEPARTMENT OF PUBLIC WORKS,
A/District Engineer's Office,
Court House, New Westminster,
June 10th, 1921.

DELTA DISTRICT

Approach to New Westminster Bridge.

Sir:-

In reply to your communication of June 8th, I note the authority for carrying out the work at a cost of \$1,534.00.

I may say that no provision was made for this in the District Vote, as I looked upon this ~~this~~ section of roadway as one upon which a hard surface was necessary, and believe that this would be work that would rightly be financed from the Highway Loan Act.

As you know, the District Vote in Delta District this year is extremely low in comparison with the amount of work that has to be carried out, and I would strongly recommend that you authorize the charging of this work against the Highway Loan Act.

Kindly advise as early as possible your decision in this matter.

Yours obediently,

Acting District Engineer.

P. Philip, Esq.,
Public Works Engineer,
Parliament Bldgs.,
VICTORIA, B.C.

EHV-J

4623

June
Eighth,
Nineteen
Twenty-one.

Mrs. Worship, Mayor Johnston,
New Westminster, B.C.

Dear Sir:

Replying to your favour of the 27th ultimo
regarding the portion of road between the pavement and
the New Westminster bridge, I would state that instructions
have been given to have this work gone on with.

I remain,

Yours truly,

Minister.

Mayor's Office



4623
J. J. Johnston,
Mayor

New Westminster, B. C., May 27th 1921

matter now under way
Honourable Dr. King,
Minister of Public Works,
Victoria, B.C.

Dear Dr. King.-

You will remember I spoke to you some little time ago with reference to the condition of that small portion of the road between the pavement and the New Westminster Bridge. I pointed out to you then and I do so now, most respectfully, that after using the new pavement one notices so much the poor condition of this small stretch. It is fearfully bumpy, as I can testify from experiences of this week.

I have just had a man in my office who had not many compliments to pay the Government, as he damaged his auto this morning, causing him considerable expense.

I cannot understand how this has not been attended to before to-day. If the ruts were only levelled off it would help a great deal.

The cost would be trifling; but the improvement would be very much appreciated.

I would be glad to know that this will receive your favorable and immediate consideration. I feel that it is only necessary for me to draw your attention to this in order to have instructions given to affect the repairs.

Yours very truly,

124320

J. J. Johnston
Mayor.

4623.

Dist. File 9-0-10

June 8, 1921.

Delta District
Approach to New Westminster Bridge.

Sir:

In reply to your letter of the 2nd inst. relative to the road approach to New Westminster Bridge. You are authorized to carry out the work at a cost of \$1,534.00. Doubtless you have made provision for this in your district vote. Should Mr. Stewardson be unable to make an early start, have the work put in hand and expedited under the supervision of Mr. D.W. Johnston.

Yours obediently,

Public Works Engineer.

E. H. Verner, Esq.,
Acting District Engineer,
Court House,
New Westminster, B.C.

AH:MF



Dist. File 9-0-10
Dept. File 4623

THE GOVERNMENT OF
THE PROVINCE OF BRITISH COLUMBIA

DEPARTMENT OF PUBLIC WORKS,
A/District Engineer's Office,
Court House, New Westminster,
June 2nd, 1921.



DELTA DISTRICT

PUBLIC WORK ENGINEER
ANSWERED
JUN 7 1921

Approach to New Westminster Bridge.

VICTORIA, B. C.

Sir:-

In reply to your communication of May 30th, I beg to say that I have taken this matter up with the City Engineer for New Westminster, and he states that there will be no difficulty in arranging for the City of Westminster to carry out this work.

I would recommend for this section a six inch (6") macadam base treated with Tarvia "X", at the rate of approximately three gallons per square yard; the above being the same type of construction as used on the North Approach, which has proved very satisfactory.

I would recommend that this new stretch be laid twenty-one feet wide, owing to the congestion of traffic at this point, due to heavy alignment.

The estimate as outlined above amounts to \$1534.00.

Mr. Stewardson is not in a position to give us an official answer on this matter until after the Board of Works meeting on Tuesday next. However, he has taken it up unofficially with several members of the Board, and has been assured that no difficulty is anticipated. It would be about ten days or two weeks before the construction would begin.

Yours obediently,

E. Verner

P. Philip, Esq.,
Public Works Engineer,
Parliament Bldgs.,
VICTORIA, B.C.

Acting District Engineer.

124025

EHV-J

OK.
if Stewardson
unable
reach work
by J. W. Johnston

J. W. Johnston
EHV-J

Dist. File 9-0-10
Dept. File 4623



THE GOVERNMENT OF
THE PROVINCE OF BRITISH COLUMBIA

DEPARTMENT OF PUBLIC WORKS,
A/District Engineer's Office,
Court House, New Westminster,
June 2nd, 1921.

DELTA DISTRICT

Approach to New Westminster Bridge.

Sir:-

In reply to your communication of May 30th, I beg to say that I have taken this matter up with City Engineer for New Westminster, and he states that there will be no difficulty in arranging for the City of Westminster to carry out this work.

I would recommend for this section a six inch (6") macadam base treated with Tarvia "I", at the rate of approximately three gallons per square yard; the above being the same type of construction as used on the North Approach, which has proved very satisfactory.

I would recommend that this new stretch be laid twenty-one feet wide, owing to the congestion of traffic at this point, due to heavy alignment.

The estimate as outlined above amounts to \$1634.00.

Mr. Stewardson is not in a position to give us an official answer on this matter until after the Board of Works meeting on Tuesday next. However, he has taken it up unofficially with several members of the Board, and has been assured that no difficulty is anticipated. It would be about ten days or two weeks before the construction would begin.

Yours obediently,

W. A. Y. Y. Y.

P. Phillip, Esq., Acting District Engineer.
Public Works Engineer,
Parliament Bldgs.,
VICTORIA, B.C.

RMV-J

May 30, 1921.

New Westminster District.
Approach to New Westminster Bridge.

Sir:

With reference to the approach to New Westminster Bridge, south side, kindly let me have immediately an estimate of the cost of treating this portion of road with crushed rock and Tarvia.

This will be your authority to take the matter up with the City of New Westminster and if possible arrange with them to put the work in hand without loss of time.

Kindly, however, submit your estimate as soon as possible.

Yours obediently,

Public Works Engineer.

E. H. Verner, Esq.,
Acting District Engineer,
Court House,
New Westminster, B. C.

GPH/SH

14th April, 21.

New Westminster District.

Survey of 2.87 acre portion - approach to bridge

Sir:

On behalf of the Hon. Minister I beg to apply for a conveyance of 2.87 acres portion of land referred to in the attached plans (two tracings, one print and description.) This tract of land is required for the following reasons:-

1. - To eliminate bad intersections of two important main highways.
2. - To permit of the possible extension of the Scott Rd. to the Pacific Highway.
3. - To obviate the possibility of this land being built upon and so obstructing the view of the travelling public.

The congestion at the above points is all the more emphasised by the existence of three overhead railways which obstruct the view. Owing to the greatly increased traffic on both of the above highways, partly due to the hard surfacing and other permanent improvements on these roads, the Department is desirous of obtaining this tract of land.

Yours obediently,

Public Works Engineer.

The Supt. of B.C. Lands,
Department of Interior
Ottawa.

FLM/K

Description.

of a

2.87 acre Portion of Section 18, Bl. 5. N. Range 2. W

All and singular, that certain parcel or tract of land situate, lying and being in the Province of British Columbia and consisting of a portion of Sec. 18, Bl. 5. N. R. 2. W. which parcel may be more particularly described as follows:-

Commencing at the intersection of the southerly limit of the Pacific Highway with the north easterly limit of the Scott Road; thence south 39 deg. 02' East and following the said north easterly limit of the Scott Road 7.757 chains more or less to a point where said limit changes direction and bears south 37 deg. 49' W. thence north 37 deg. 49' East 7.606 chains more or less to an intersection with the southerly limit of the Pacific Highway; thence N. 89deg. 54' W. along the said limit of the Pacific Highway 9.548 chains more or less to the point of commencement. The same containing 2.87 acres more or less and shown coloured red on the plan attached.

5 Copies



THE GOVERNMENT OF
THE PROVINCE OF BRITISH COLUMBIA

DEPARTMENT OF PUBLIC WORKS
(DISTRICT ENGINEER'S OFFICE)

19

Description

of a
2.87 acre Portion of Sec. 18, Bl. 5 N., Range 2W.

All and singular, that certain parcel or tract of land, situate, lying and being in the Province of British Columbia and consisting of a portion of Sec. 18, Bl. 5 N; Range 2W; which parcel may be more particularly described as follows:-

Commencing at the intersection of the southerly limit of the Pacific Highway with the northeasterly limit of the Scott Road; thence south $39^{\circ} 02'$ East and following the said north easterly limit of the Scott Road 7.757 chains more or less to a point where said limit changes direction and bears south $37^{\circ} 49'$ W; thence north $37^{\circ} 49'$ East 7.606 chains more or less to an intersection with the southerly limit of the Pacific Highway; thence westerly along the said limit of the Pacific Highway 9.548 chains more or less to the point of commencement, The same containing 2.87 acres more or less and shewn colored red on the plan attached.

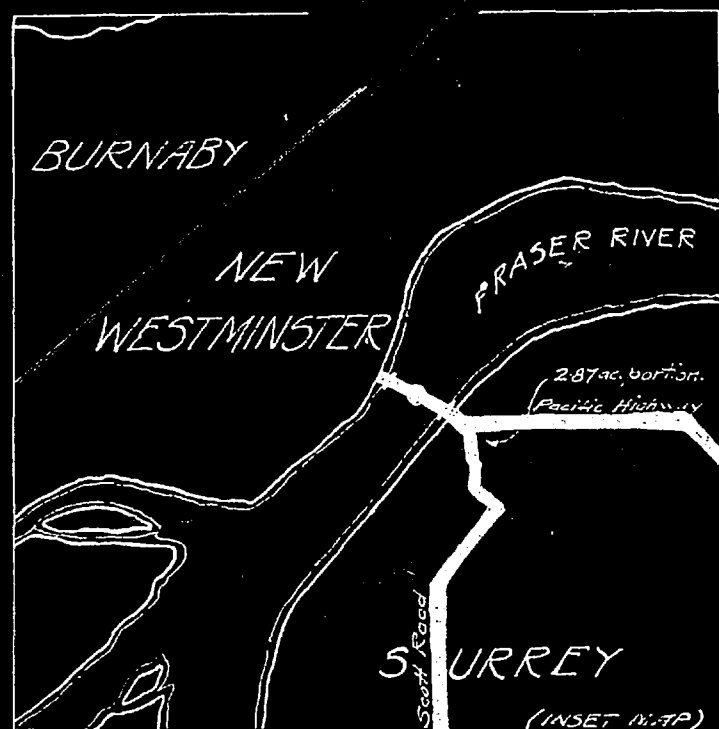
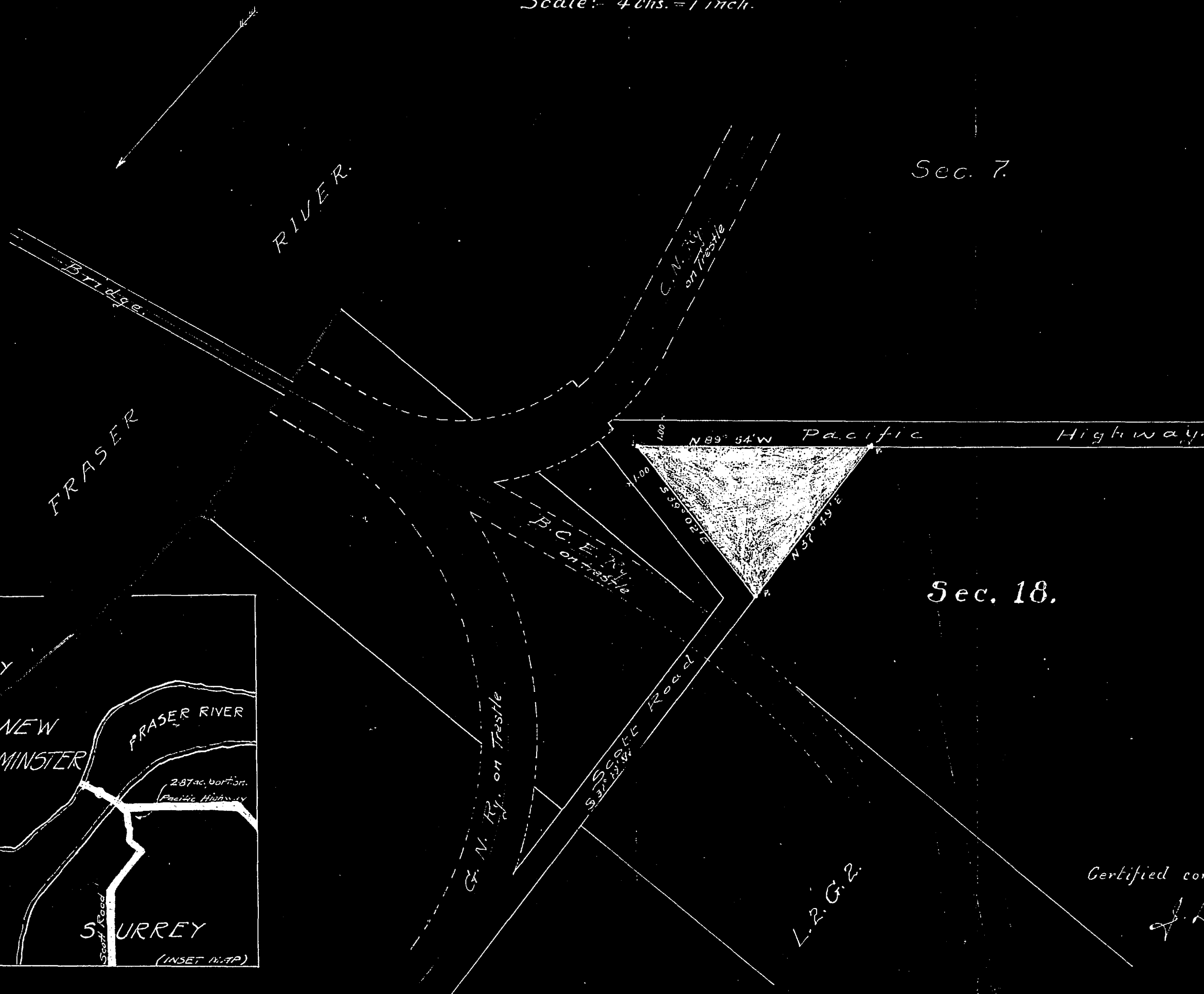
N $39^{\circ} 54'$ W

PLAN
2.87 Acre ^{OF} Portion
^{OF}
Sec. 18., B. 5.N., R. 2.W.

(Tp 38. West of Coast Meridian.

See Ref. Plan N.E. 2803

Scale: 4 chs. = 1 inch.



Certified correct

J. Lockison King, B.C.L.S.

April 1st 1921.

Dist. File 9-20-0
Dept. File 4623



THE GOVERNMENT OF
THE PROVINCE OF BRITISH COLUMBIA

4623
DEPARTMENT OF PUBLIC WORKS,
Asst. District Engineer's Office,
Court House,
New Westminster, B.C., Apr. 10,
1921.



DELTA DISTRICT
Approach New Westminster Bridge.

Sir:-

In reply to your communication of February 25th, I beg to say that I have been informed by Mr. McGee of the Dominion Lands Office; that the necessary steps to take in order to secure the parcel of land mentioned, would be to have the Department of Public Works at Victoria get in touch with the Superintendent of B. C. Lands, Department of Interior at Ottawa.

I herewith enclose the description and three tracings, as requested in your communication of February 25th.

Yours obediently,

E. J. Werner

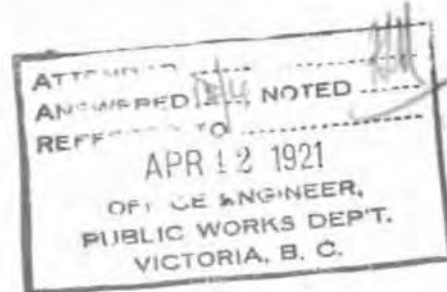
Assistant District Engineer.



P. Philip, Esq.,
Public Works Engineer,
Parliament Bldgs.,
VICTORIA, B.C.

EHV-J

Encls. 2



121507

25th Feb: 21.

Delta District.
Approach New Westminster Bridge.

Sir:

With further reference to your letter of the 21st inst., - before making formal application to Ottawa it will be necessary to have proper plans and descriptions in triplicate, prepared by a Land Surveyor.

Provision should be made for including in the area to be conveyed, of the 33 ft. strip from a to b. A plan on a larger scale should also be prepared. *key*

It will be in order to have this work carried out and the cost thereof charged to 'Location of Roads.' The Public Works officials at the Federal Department's office, New Westminster, may probably have a plan of the property in question, from which the necessary information could be obtained. Kindly ascertain from them the usual procedure in a case of this kind. One tracing herewith.

Yours obediently,

Public Works Engineer.

E.H. Verner, Esq.,
Asst. Dist. Engineer,
New Westminster, B.C.

FLM/K

Encls.

Dist. File 9-20-0
Dept. File 4623



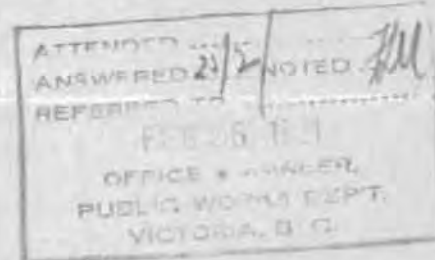
DEPARTMENT OF PUBLIC WORKS
Asst. (DISTRICT ENGINEER'S OFFICE)

Court House,
New Westminster, Feb. 21, 1921.



DELTA DISTRICT

Approach New Westminster Bridge



Sir:-

In reply to your communication of the 17th instant, I beg to say that I would be glad if you would let me know where I am to find the s22 mentioned in your letter. No knowledge of this gentleman is to be obtained at the Dominion Lands Office in this City and numerous phones have failed to locate him.

I may say that while in conversation with Mr. Magee of the Dominion Lands Office some-time ago, he informed me that in order to get a transfer of the land mentioned, it would be necessary for the Department of Public Works at Victoria to get in touch with the Superintendent of B. C. Lands, Department of Interior, Ottawa, making application for transfer to the Provincial Government the 2.5 acre portion shown on the tracing already on your files.

Yours obediently,

Plan will require to be prepared by B.C.L.S.

E. Merner

showing bearings. and a description will be necessary. Include extension to B. on curve.

Assistant District Engineer.

P. Philip, Esq.,
Public Works Engineer,
Parliament Bldgs.,
VICTORIA, B.C.

BHV-J

119343

Dist. File 9-20-0
Dept. File 4623



THE GOVERNMENT OF
THE PROVINCE OF BRITISH COLUMBIA

DEPARTMENT OF PUBLIC WORKS
Asst. (DISTRICT ENGINEER'S OFFICE)

Court House,
New Westminster, Feb. 21, 19 21.

DELTA DISTRICT

Approach New Westminster Bridge

Sir:-

In reply to your communication of the 17th instant, I beg to say that I would be glad if you would let me know where I am to find the s22 mentioned in your letter. No knowledge of this gentleman is to be obtained at the Dominion Lands Office in this City and numerous phones have failed to locate him.

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Yours obediently,

E. H. Werner

Assistant District Engineer.

P. Philip, Esq.,
Public Works Engineer,
Parliament Bldg.,
VICTORIA, B.C.

EHV-J

Feb. 17, 1921.

Delta District.
Approach New Westminster Bridge.

Sir:

I beg to acknowledge receipt of your letter of the 15th inst., your file 9-20-0, also your letter of January 29th, and request that you be good enough to get in touch with s22 and find out the proper procedure for us to follow.

You will then be good enough to advise us fully in regard thereto.

Yours obediently,

Public Works Engineer.

E. H. Verner, Esq.,
Assistant District Engineer,
Court House, New Westminster, B. C.

DCH/SM

Dist. File 9-20-0
Dept. File 4623



THE GOVERNMENT OF
THE PROVINCE OF BRITISH COLUMBIA

DEPARTMENT OF PUBLIC WORKS
Asst. (DISTRICT ENGINEER'S OFFICE)

Court House,

New Westminster, Feb. 15th, 1921.



DELTA DISTRICT

Approach New Westminster Bridge

61 N 9 N.W. 1/4

Sir:-

In accordance with your letter of the 10th instant, I herewith beg to return tracing with key map showing location of the 2.5 acres under discussion.

Yours obediently,

E. H. Verner

Assistant District Engineer.

Assistant Public Works Engineer

NOTED

FEB 17 1921

P. Philip, Esq.,

Public Works Engineer,

VICTORIA, B. C.

Parliament Bldgs.,

VICTORIA, B. C.

EHV-J

Encls. 1.

119137

Dist. File 9-20-0
Dept. File 4623



THE GOVERNMENT OF
THE PROVINCE OF BRITISH COLUMBIA

DEPARTMENT OF PUBLIC WORKS
Asst. (DISTRICT ENGINEER'S OFFICE)

Court House,
New Westminster, Feb. 15th, 1921.

DELTA DISTRICT

Approach New Westminster Bridge

Sir:-

In accordance with your letter
of the 10th instant, I herewith beg to re-
turn tracing with key map showing location
of the 2.8 acres under discussion.

Yours obediently,

Assistant District Engineer.

P. Philip, Esq.,
Public Works Engineer,
Parliament Bldgs.,
VICTORIA, B.C.

ENTV-J

Encls. 1.

Feb. 10, 1921.

Delta District.
~~Roads Generally.~~
Approach N. W. Bridge.

Sir:

I beg to acknowledge receipt of your letter of the 29th January, your file 9-20-0, and herewith return tracing. We cannot locate the lands referred to. Kindly mark a key map on the tracing, returning same to this Department at your earliest convenience.

Yours obediently,

Public Works Engineer.

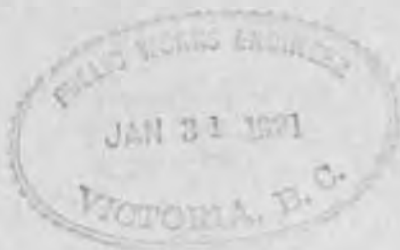
E. H. Verner, Esq.,
Asst. Dist. Engineer,
Court House,
New Westminster, B. C.

E/H



DEPARTMENT OF PUBLIC WORKS
Asst. (DISTRICT ENGINEER'S OFFICE)
Court House,

Dist. File 9-20-0 THE GOVERNMENT OF THE PROVINCE OF BRITISH COLUMBIA New Westminster, Jan. 29, 1921



DELTA DISTRICT
Roads Generally.

Sir:-

I enclose herewith a tracing showing the Road Approach at the south end of Fraser River Bridge, and you will notice by referring to this plan that there is a 2.5 acre plot of land lying between the Scott Road and the Provincial Highway.

As you know, the traffic on both these roads is very great and growing daily. I believe it would be a very good idea for the Department of Public Works to secure this strip of land in order to provide for traffic from the Scott Road wishing to go easterly along the Provincial Highway and visa versa.

This 2.5 acre piece of land is at present owned by the Dominion Government. Sometime ago the B. C. Electric Railway Co., applied for this plot but as far as is known by the Department of Dominion Lands at Westminster, no Title was given to that Company.

Another reason for acquiring this land is that should any private party become owner, no doubt buildings would be erected and this would make the intersection of the Scott and Provincial Highways a very dangerous place for traffic.

Assistant Public Works Engineer

ANSWERED
FEB 9 1921

P. Philip, Esq.,
Public Works Engineer,
Parliament Bldgs. VICTORIA, B.C.
VICTORIA, B.C.

118393



THE GOVERNMENT OF
THE PROVINCE OF BRITISH COLUMBIA

DEPARTMENT OF PUBLIC WORKS
(DISTRICT ENGINEER'S OFFICE)

19

P.P.

-2-

I would recommend, therefore, that the Department get in touch with the Superintendent of B. C. Lands Department of the Interior, Ottawa, making application for transfer to the Provincial Highway of this 2.5 acre portion.

Further, you will notice that the time may soon come when it would be found advisable to extend the present Scott Road in an easterly direction from the point marked "A" on the enclosed tracing. This would, to a great extent, relieve the congestion at the intersection of the two roads above mentioned, as laid out on the tracing. In order to provide for this, it would be necessary to secure a thirty-three (33') foot strip south to the line "AB".

I am given to understand that the B. C. Electric Railway Company ~~are~~ not now interested in acquiring Title to the land.

Yours obediently,

E. W. Warner

Assistant District Engineer.

EHV-J

Encls. 1.



DEPARTMENT OF PUBLIC WORKS
Asst. (DISTRICT ENGINEER'S OFFICE)

Court House,

Dist. File 9-20-0 THE GOVERNMENT OF THE PROVINCE OF BRITISH COLUMBIA New Westminster, Jan. 29, 1921

DELTA DISTRICT

Roads Generally.

Sir:-

I enclose herewith a tracing showing the Road Approach at the south end of Fraser River Bridge, and you will notice by referring to this plan that there is a 2.5 acre plot of land lying between the Scott Road and the Provincial Highway.

As you know, the traffic on both these roads is very great and growing daily. I believe it would be a very good idea for the Department of Public Works to secure this strip of land in order to provide for traffic from the Scott Road wishing to go easterly along the Provincial Highway and visa versa.

This 2.5 acre piece of land is at present owned by the Dominion Government. Sometime ago the B. C. Electric Railway Co., applied for this plot but as far as is known by the Department of Dominion Lands at Westminster, no Title was given to that Company.

Another reason for acquiring this land is that should any private party become owner, no doubt buildings would be erected and this would make the intersection of the Scott and Provincial Highways a very dangerous place for traffic.

P. Philip, Esq.,
Public Works Engineer,
Parliament Bldgs.,
VICTORIA, B.C.



THE GOVERNMENT OF
THE PROVINCE OF BRITISH COLUMBIA

DEPARTMENT OF PUBLIC WORKS
(DISTRICT ENGINEER'S OFFICE)

19

P.P.

-2-

I would recommend, therefore, that the Department get in touch with the Superintendent of B. C. Lands Department of the Interior, Ottawa, making application for transfer to the Provincial Highway of this 2.5 acre portion.

Further, you will notice that the time may soon come when it would be found advisable to extend the present Scott Road in an easterly direction from the point marked "A" on the enclosed tracing. This would, to a great extent, relieve the congestion at the intersection of the two roads above mentioned, as laid out on the tracing. In order to provide for this, it would be necessary to secure a thirty-three (33') foot strip south to the line "AB".

I am given to understand that the B. C. Electric Railway Company ~~are~~ not now interested in acquiring Title to the land.

Yours obediently,

E. Werner

Assistant District Engineer.

MHV-J

Encls. 1.

BOARD OF RAILWAY COMMISSIONERS OF CANADA

OTTAWA, *June 26/21*

*I beg to acknowledge the receipt of your letter
of June 26/21 which will receive the attention of the
Board.*

*In writing further on this subject, please refer to File
No. 2855*

R. RICHARDSON,

Asst. Secretary.

NOTE---Letters addressed to this Board are carried FREE by the Post Office Department.



04 JUN 26
 3 PM
 1921
 ONT

REE.
 FREE

H. J. King
 Minister of Public Works
 Victoria B.C.

Mr. J. B. King
 1000 Broadway
 New York

June 24th. 1920.

Delta District.

Approach to New Westminster Bridge
Provincial Highway.

Sir:-

I herewith enclose for your information copy of Departments letter of even date to the Board of Railway Commissioners of Canada, in connection with the above we expect Mr. Foreman to return to Victoria on the 26th., inst., and I should be obliged if you could take this matter up with him when he is passing through Vancouver, so that he may advise us as to what action should now be taken.

Yours obediently,

GPH/MM
Encl.

Public Works Engineer.

P. Philip, Esq.,

District Engineer,

Court House,

Vancouver, B.C.

June 24th. 1920.

Delta District.

Approach to New Westminster Bridge,
Provincial Highway.

Sir:-

I beg to confirm The Hon. the
Minister's Telegram to you of even date reading
as follows:-

" Your file two nine eight four five. Be
good enough to cancel Public Works Engineer's
letters to you of the eleventh December
last and seventeenth instant as we have
decided to withdraw the application.
Letter Follows."

I may say for your information that
other and satisfactory arrangements have been
made in connection with the above.

Yours obediently,

Public Works Engineer.

DPH/MM

A. D. Cartwright, Esq.,
Secretary, Board of Railway Commissioners of Canada,
Ottawa, Ont.

June 24th, 1920.

Delta District.

Approach to New Westminster Bridge.
Provincial Highway.

Sir:-

I beg to return herewith Department of
Railways' File No. 12.5 in connection with the above,
together with copy of telegram of even date from the
Honourable the Minister of Public Works to the
Board of Railway Commissioners of Canada.

Yours obediently,

GPM/GCC.
Encl.

Public Works Engineer.

The Honourable the Premier,
Victoria, B.C.

DUPLICATE.

MEMORANDUM OR TELEGRAM FROM THE PUBLIC WORKS ENGINEER.

TELEGRAMS SUBJECT TO USUAL TERMS ON COMPANY'S FORMS.

Date June 24th., 1920., 19T

To A. D. Cartwright, Esq.,
Secretary, Board of Railway Commissioners of Canada,
OTTAWA, Ontario.

Your file two nine eight four five STOP Be good enough to
cancel Public Works Engineer's letters to you of the eleventh
December last and seventeenth instant as we have decided to with-
draw the application STOP Letter follows.

Minister of Public Works.

*1. Sub. of
Correspondence*

Department of Railways, B. C.

Victoria, 14th June, 1920

A. E. Foreman, Esq.,
Public Works Engineer,
Victoria, B. C.

Dear Sir :-

Re South approach Westminster Bridge.

I beg to acknowledge yours of the 31st ult., which arrived during my absence on the mainland, and in reply would say that as this Department has just completed repair work amounting to over \$ 20,000 on the south approaches and trestles of Westminster Bridge, no further expenditure can be undertaken in connection with proposed highway diversion whilst urgent improvements to the bridge and railway tracks call for immediate action, involving heavy expense during current year. The existing highway approach to south end of bridge accommodates the traffic with safety and convenience so far as this Department is responsible for the same and until the time arrives for replacing trestle with fill, I cannot see my way to incurring any expense with regard to highway crossing.

Yours truly,

"A. F. Proctor"

Chief Engineer.

C O P Y

31 May, 1920

Delta District
Provincial Highway-
S. Approach to New Westminster
Bridge.

Sir:-

With further reference to yours of the 7th instant, your file 12.5, I beg to hand you herewith copy of letter from District Engineer Philip. As we are anxious to have this matter finally disposed of, kindly advise as to your wishes in the matter as soon as possible.

Yours obediently,

Public Works Engineer.

A. F. Proctor, Esq.,
Chief Engineer,
Department of Railways,
Victoria, B. C.

FLM/BLS.

C O P Y

Vancouver, B. C. May 22, 1920

DELTA DISTRICT

Provincial Highway
S. Approach to New Westminster Bridge

Sir:-

Your file 4623 of the 11th instant. The present crossing has a clear span of 26 feet; the proposed crossing will be a skew span 46 feet.

In the former Location the estimated cost of abutments, wing walls and retaining walls (shown green on plan herewith) is \$ 10360.

In the latter location the estimated cost of abutments and wing walls shown Red on Plan, is \$ 5700. From this you will see that the Railway Department will be saving approximately \$ 4600 by the proposed location. The extra cost of increased span must, of course, be added, assuming a cost of \$ 250 per lineal foot. The extra length of skew will amount to \$ 5000.

You may assume that when the Railway Department fill the present trestle they must provide for the protection of the Road as the latter was built shortly prior to the Railway.

Yours obediently,

"P. Philip"

District Engineer.

A. E. Foreman, Esq.,
Public Works Engineer,
Parliament Bldgs.,
Victoria, B. C.

C O P Y

DELTA DISTRICT
New Westminster Bridge Approach
Pacific Highway.

Sir:-

In reply to your letter of the 7th instant, file No. 12.5, I beg to advise that I am taking this matter up with District Engineer Philip.

Yours obediently,

Public Works Engineer.

A. F. Proctor, Esq.,
Chief Engineer,
Dept. of Railways, B. C.
Victoria, B. C.

GNP/CCC.

C O P Y

May 11th, 1920.

Delta District
New Westminster Bridge Approach
Pacific Highway.

Sir:-

I herewith enclose copy of letter from
Chief Engineer Proctor, Department of Railways
dated the 7th instant.

In this connection will you please have
prepared a plan and statement showing what work
we would have been liable for if we had adhered to
our original location, and also what work we are
being held liable for on the new location, as it
seems to me that we are being asked to do too much,
taking all the circumstances into account.

In replying please let me have a full report
with your views in regard to the whole matter.

Yours obediently,

Public Works Engineer.

P. Philip, Esq.,
District Engineer,
Court House,
Vancouver, B. C.

GNP/CCC

C O P Y

Department of Railways, B. C.
Victoria, 7th May, 1920.

Memo. for A. E. Foreman, Esq.,
Public Works Engineer.

Dear Sir:-

With further reference to your memo of Feb. 24th last giving estimate from your District Engineer, Mr. Philip, I beg to state in connection with any under-crossing of the present timber trestle approach to Westminster Bridge, the construction will have to be of steel and concrete as the trestle is only a temporary arrangement which will be train-filled within the next few years. It will therefore be necessary to estimate this crossing with concrete abutments, wing walls and retaining wall of sufficient dimensions to hold the embankment which would replace existing trestle, and the railway bridge cannot be economically designed on the Howe Truss principle, but should be of a steel girder or similar type.

Yours truly,

A. F. Proctor,

Chief Engineer.

RWM/BM

C O P Y

Feb. 19. 1920.

Delta District

New Westminster Bridge Approach
Pacific Highway.

Memorandum for A. Proctor, Esq., Chief Engineer.

With further reference to yours (your file 12.5)
I beg to hand you herewith, triplicate blue-prints
showing plan and elevation of the proposed crossing.
District Engineer Philip estimates that to take down
the present span and replace same with C. N. R. standard
H. T. span inclusive of pile abutments will cost approx-
imately \$ 9,500.

Yours obediently,

Public Works Engineer.

FLM/ML.

C O P Y

4 Feb. 1920

Delta District
New Westminster Bridge Approach
Pacific Highway.

Memo. for the Chief Engineer of Railways.

Your file 12.5. With reference to yours
of the 2nd inst., as soon as we receive the necessary
prints and information from the District Engineer we
will have same forwarded to you.

Public Works Engineer.

FLM/K

C O P Y

Department of Railways B. C.
Victoria, February 2nd, 1920

A. E. Foreman, Esq.,
Public Works Engineer,
Parliament Buildings.

Dear Sir:-

In reply to yours of 29th ult., (File 46230) re proposed Under Crossing of Westminster Bridge trestle by Pacific Highway, it will be necessary for you to submit a plan and elevation of the Crossing before it can be considered or acted upon by the Minister of Railways, whose official sanction is required by the Railway Act for all Highway or other Crossings. It might also be advisable for you to put in an estimate of cost in connection with alterations required to the existing trestle.

I can find no trace of the blueprint mentioned in your letter and believe it was returned to your Dept. with mine of Nov. 12th.

Yours truly,

A. F. Proctor

Chief Engineer.

C O P Y

Jan 29, 1920.

Delta District.

New Westminster Bridge Approach

Pacific Highway.

Memo. to Chief Engineer of Railways.

Adverting to yours of the 12th November last, (your file 12.5) as verbally advised yesterday, formal application was made to the Board of Railway Commissioners for the necessary undercrossing, but judging from the correspondence, copy of which is enclosed, this would appear to be a matter in which your Department is most directly concerned.

As we are anxious to proceed with this work early this spring, we would appreciate formal applications of our proposals which provides for the erection of a standard 60 foot Howe Truss Span, at the point shown in the blue print sent you on the 6th November last.

Public Works Engineer.

Encl. 3.-

17 June, 1920

DELTA DISTRICT
Approach to New Westminster Bridge
Provincial Highway

Sir:-

I am in receipt of yours of the 14th instant, your file 12.5 and am somewhat surprised that your Department should assume such an unfavourable attitude on the above matter, after having given us some assurance that it could be amicably adjusted.

As your letter would appear to be the final disposition of the matter so far as your Department is concerned, we have deemed it advisable to take the question up with the Board of Railway Commissioners, and for your information, are enclosing copy of our letter to them of even date.

Yours obediently,

Public Works Engineer.

Chief Engineer,
Department of Railways, B. C.
Victoria.

FLM/BLS.

17 June, 1920

DELTA DISTRICT
Approach to New Westminster Bridge
Provincial Highway

Sir:-

Referring to your letter of the 22nd ultimo, your file 9-0-10, herewith is copy of self-explanatory letter from Chief Engineer Proctor, together with copy of our letter to the Secretary, Board of Railway Commissioners.

As it seems impossible to get any satisfaction from the Provincial Railway Department, we deemed it advisable to take the matter up with the Board of Railway Commissioners. Until there is some assurance of an adjustment, further work of grading, etc., should be held in abeyance.

Yours obediently,

Public Works Engineer.

P. Philip, Esq.,
District Engineer,
Vancouver, B. C.

FLM/BLS.

17 June, 1920

*Delta District*Miscellaneous*Approval to New Westminster Bridge
Rule of the Road.
Provincial Highway*

Sir:-

With reference to your letter of 15th January last, your file 29845, and my reply thereto of the 30th January, I beg to advise that we have taken up the matter with the Provincial Railway Department, but so far have been unsuccessful in having our proposals approved, despite their letter to us of 12th November last "that any design for carrying the Pacific Highway under the C. N. R. Bridge to New Westminster Bridge, which is acceptable to the Dominion Railway Board will be accepted by this Department".

I am enclosing in duplicate, copies of the correspondence so that you will be fully advised of the present standing of this matter. A blue print is also being enclosed to illustrate particularly District Engineer Philip's letter of May 22nd.

This Department is agreeable to bear all legitimate expenses involved in the realignment of the public highway rendered necessary in the interests of the travelling public. As this highway is being permanently paved with concrete at this point, we are anxious to have the matter finally disposed of and would be glad to have the benefit of your good offices.

We would suggest that, if convenient, your engineer go over the situation on the ground with our District Engineer and other officials concerned.

Yours obediently,

Public Works Engineer.

A. D. Cartwright, Esq.,
Sec'y Board of Railway Commissioners
for Canada,
Ottawa.

FLM/BLS.

A. F. PROCTOR,
CHIEF ENGINEER.

IN REPLYING, WRITE ONLY ON ONE SIDE OF THE PAPER.
REFER TO ONLY ONE SUBJECT OR TO ONE WORK IN A LETTER.

AND QUOTE

REFERENCE NO. 12.5



THE GOVERNMENT OF
THE PROVINCE OF BRITISH COLUMBIA

DEPARTMENT OF RAILWAYS, B.C.
(OFFICE OF THE CHIEF ENGINEER)

VICTORIA 14th. June 1920.



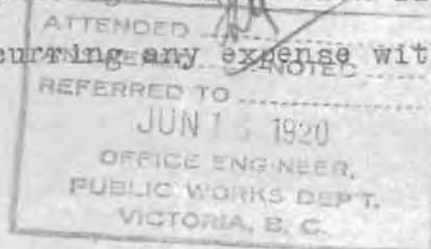
A.E. Foreman, Esq.,
Public Works Engineer,
Victoria, B.C.

Dear Sir:-

ATTENDED	NOTED
ANSWERED	NOTED
REFERRED TO	
JUN 15 1920	
OFFICE ENGINEER, PUBLIC WORKS DEPT. VICTORIA, B. C.	

Re south approach Westminster Bridge

I beg to acknowledge yours of the 31st. ult. which arrived during my absence on the mainland, and in reply would say that as this Department has just completed repair work amounting to over \$20,000 on south approaches and trestles of Westminster Bridge, no further expenditure can be undertaken in connection with proposed highway diversion whilst urgent improvements to the bridge and railway tracks call for immediate action, involving heavy expense during current year. The existing highway approach to south end of bridge accommodates the traffic with safety and convenience so far as this Department is responsible for the same and until the time arrives for replacing trestle with fill, I cannot see any way to incurring any expense with regard to highway crossing.



Yours truly,

A. F. Proctor

Chief Engineer.

AFP/BM.

109187

31 May, 1920

Delta District
Provincial Highway

8. Approach to New Westminster Bridge.

Sir:-

With further reference to yours of the 7th instant, your file 12.5, I beg to hand you herewith copy of letter from District Engineer Philip. As we are anxious to have this matter finally disposed of, kindly advise as to your wishes in the matter as soon as possible.

Yours obediently,

Public Works Engineer.

A. F. Proctor, Esq.,
Chief Engineer,
Department of Railways,
Victoria, B. C.

FLM/BLS.

X
They will definitely
advise of their
requirements.
JH
1/6/21



DEPARTMENT OF PUBLIC WORKS
(DISTRICT ENGINEER'S OFFICE)
COURT-HOUSE,

THE GOVERNMENT OF
THE PROVINCE OF BRITISH COLUMBIA

VANCOUVER, B.C.,19



DISTRICT
PROVINCIAL WORKS

Approach to New Westminster Bridge

Yours file 4023 of the 11th inst. The
present crossing has a clear span of 25 feet. The
proposed crossing will be a skew span of 100 feet.

In the former location the estimated cost
of abutments, wing walls and retaining walls, (shown
on plan herewith) is \$10250.

In the latter location the estimated cost
of abutments and wing walls shown Red on Plan is
\$10000. The 700-101 see that the Railway Depart-
ment is saving approximately \$1500 by the proposed
location. The extra cost of increased grade work, of
about 1000 feet, where the cost of \$250 per 100 feet
only, the extra length of skew will amount to \$2500.

You may observe that when the Railway Department
was present & consulted they were provided for at the
cost of the Road as the latter was intended to be built
by the Railway.

Yours faithfully,

P. Philip

District

ATTENDED	
ANSWERED	 NOTED
REFERRED TO	
MAY 31 1920	
OFFICE ENGINEER	
PUBLIC WORKS DEPT.	
VICTORIA, B. C.	

ATTENDED	
ANSWERED	 NOTED
REFERRED TO	
MAY 27 1920	
OFFICE ENGINEER	
PUBLIC WORKS DEPT.	
VICTORIA, B. C.	

108360

*OE. Please take up
Chief Engineer of
Railways
h.*

May 11th, 1930.

Delta District.
New Westminster Bridge Approsch.
Pacific Highway.

Sir:-

In reply to your letter of the 7th instant,
file No. 12.5, I beg to advise that I am taking
this matter up with District Engineer, P. Philip.

Yours obediently,

Public Works Engineer.

A.P. Proctor, Esq.,
Chief Engineer,
Dept. of Railways, B.C.,
Victoria, B.C.

GPH/CCC.



May 11th, 1920.

Delta District.
New Westminster Bridge Approach.
Pacific Highway.

Sir:-

I herewith enclose copy of letter from
Chief Engineer Proctor, Department of Railways,
dated the 7th instant.

In this connection will you please have
prepared a plan and statement showing what work
we would have been liable for if we had adhered to
our original location, and also what work we are
being held liable for on the new location, as it
seems to me that we are being asked to do too much,
taking all the circumstances into account

In replying, please let me have a full report
with your views in regard to the whole matter.

Yours obediently,

P. Philip, Esq.,
District Engineer,
Court House,
Vancouver, B.C.

Public Works Engineer.

GPH/CCC.
Encl.

A. F. PROCTOR,
CHIEF ENGINEER.

IN REPLYING, WRITE ONLY ON ONE SIDE OF THE PAPER.
REFER TO ONLY ONE SUBJECT OR TO ONE WORK IN A LETTER.

AND QUOTE

REFERENCE NO.

12.5

MAY 8 1920



THE GOVERNMENT OF
THE PROVINCE OF BRITISH COLUMBIA

DEPARTMENT OF RAILWAYS, B.C.
(OFFICE OF THE CHIEF ENGINEER)

VICTORIA 7th. May 1920.

Memo. for A.E. Foreman, Esq.,
Public Works Engineer.

Dear Sir:-

With further reference to your memo of Feb. 24th. last giving estimate from your District Engineer, Mr. Phillip, I beg to state in connection with any under-crossing of the present timber trestle approach to Westminster Bridge, the construction will have to be of steel and concrete as the trestle is only a temporary arrangement which will be train-filled within the next few years. It will therefore be necessary to estimate this crossing with concrete abutments, wing walls and retaining wall of sufficient dimensions to hold the embankment which would replace existing trestle, and the ^{railway bridge} ~~approach~~ cannot be economically designed on the Howe Truss principle, but should be of a steel girder or similar type.

Yours truly,

VICTORIA, B. C.

Chief Engineer.

RWM/BM.

107519

REFER TO
FILE NO. 4623.

IN REPLYING, WRITE ONLY ON ONE SIDE OF THE PAPER.
REFER TO ONLY ONE SUBJECT OR TO ONE WORK IN A LETTER.



DEPARTMENT OF PUBLIC WORKS

VICTORIA



May 3rd, 1920.

MEMORANDUM FOR THE OFFICE ENGINEER.

Delta District.

New Westminster Bridge Approach.

Pacific Highway.

Kindly prepare formal application
to the Board of Railway Commissioners for Canada in
connection with the crossing of the C.N.R. by the
Pacific Highway.

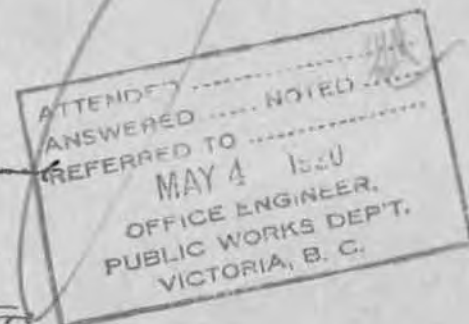
A. E. Foreman

GPN/HMR.

Public Works Engineer.

Mr. Rogers

application was previously made
to B. R. C. but C. N. R. advised
they were under Provincial Government
then application was made to
Prov. Ry. Dept who have the
matter in hand. Mr. McInnes
promised to send a letter
covering the present situation.



May 7/1920

107336

May 3rd, 1920.

MEMORANDUM FOR THE OFFICE ENGINEER.

Delta District.

New Westminster Bridge Approach.

Pacific Highway.

Kindly prepare formal application
to the Board of Railway Commissioners for Canada in
connection with the crossing of the C.N.R. by the
Pacific Highway.

GPH/HMR.

Public Works Engineer.

May 3rd, 1920.

MEMORANDUM FOR THE OFFICE ENGINEER.

Delta District.

New Westminster Bridge Approach.

Pacific Highway.

Kindly prepare formal application
to the Board of Railway Commissioners for Canada in
connection with the crossing of the C.N.R. by the
Pacific Highway.

GPN/HMR.

Public Works Engineer.

Dist. File 130
Dept. File 4623



THE GOVERNMENT OF
THE PROVINCE OF BRITISH COLUMBIA

DEPARTMENT OF PUBLIC WORKS
(DISTRICT ENGINEER'S OFFICE)

Vancouver, B.C. Feb. 19 1920



DELTA DISTRICT.

New Westminster Bridge Approach.

Pacific Highway

Sir:

Your File 4623 of the 17th instant.

The Blue Prints were forwarded to you on the 17th inst.

Yours obediently,

P. P. Philip

District Engineer.

A. E. Foreman, Esq.,

Public Works Engineer,

Victoria, B.C.

E. D. T.

104297

Blue Prints
received on 18th
Office Engineer

Dist. File 130
Dept. File 4623

Vancouver, B.C. Feb. 19 20

DELTA DISTRICT.

New Westminster Bridge Approach.

Pacific Highway

Sir:

Your File 4623 of the 17th instant.

The Blue Prints were forwarded to you on the 17th inst.

Yours obediently,

District Engineer.

A.E. Foreman, Esq.,

Public Works Engineer,

Victoria, B.C.

Feb. 19, 1920.

Delta District
New Westminster Bridge Approach
Pacific Highway.

Memorandum for A. Proctor, Esq., Chief Engineer.

With further reference to yours (your file 12.5)
I beg to hand you herewith, triplicate blue-prints showing
plan and elevation of the proposed crossing. District
Engineer, Philip estimates that to take down the present
span and replace same with C.N.R. standard H.T. span
inclusive of pile abutments will cost approximately
\$9,500.

Yours obediently,

Public Works Engineer.

WLM/ML



Dist. File 130



THE GOVERNMENT OF
THE PROVINCE OF BRITISH COLUMBIA

DEPARTMENT OF PUBLIC WORKS
(DISTRICT ENGINEER'S OFFICE)

Vancouver, B. C. Feb. 17th 1920



DELTA DISTRICT

New Westminster Bridge Approach,
Pacific Highway.

Sir:

Your File 4623 of the 3rd instant.

I am sending under separate cover three prints of
the proposed diversion, as requested.

Yours obediently,

District Engineer

A. E. Foreman, Esq.,

Public Works Engineer,

Victoria, B. C.

PUBLIC WORKS ENGINEER



VICTORIA, B. C.

104143 /

Vancouver, B. C. Feb. 17th

20

DELTA DISTRICT
New Westminster Bridge Approach,
Pacific Highway.

Sir:

Your File 4623 of the 3rd instant.

I am sending under separate cover three prints of
the proposed diversion, as requested.

Yours obediently,

District Engineer

A. E. Foreman, Esq.,

Public Works Engineer,

Victoria, B. C.

Feb. 17, 1920.

Delta District,

New Westminster Bridge Approach
Pacific Highway.

Sir:-

Referring to my letter of the 3rd instant,
(your file 130), blue-prints have not yet come to
hand.

Yours obediently,

Public Works Engineer.

P. Philip, Esq.,

District Engineer,

Court House, Vancouver, B.C.

M:J

THE GOVERNMENT OF
THE PROVINCE OF BRITISH COLUMBIADEPARTMENT OF PUBLIC WORKS
(DISTRICT ENGINEER'S OFFICE)

Vancouver, B.C., Feb. 10, 1920

DELT-A DISTRICT.

North Approach to Fraser River Bridge.

Sir:

Your file 4623 of the 3rd inst. The ditch is completely blocked on the inside caused by a slide. To the present time on account of the frost very little could be done.

As soon as the weather is suitable a retaining wall over all cribwork or concrete should be built at this point.

I understood that the maintenance of this portion of the road was done by the Railway Department. I am however, going over to Westminster today and will take this matter up.

Yours obediently,

P. Philip

District Engineer.

A. E. Foreman, Esq.,

Public Works Engineer,

Victoria, B.C.

ASSISTANT PUBLIC WORKS ENGINEER

NOTED

JAN 14 1920

VICTORIA, B. C.

PP:LS

103909

P.W.E. Am

Vancouver, B.C., Feb. 10, 20

DELT-A DISTRICT.

North Approach to Fraser River Bridge.

Sir:

Your file 4623 of the 3rd inst. The ditch is completely blocked on the inside caused by a slide. To the present time on account of the frost very little could be done.

As soon as the weather is suitable a retaining wall over all cribwork or concrete should be built at this point.

I understood that the maintenance of this portion of the road was done by the Railway Department. I am however, going over to Westminster today and will take this matter up.

Yours obediently,

District Engineer.

A. E. Foreman, Esq.,
Public Works Engineer,
Victoria, B.C.

PP:LS

4623
BOARD OF RAILWAY COMMISSIONERS FOR CANADA

PUBLIC WORKS ENG.
OTTAWA, Feb. 5. 1924
FEB 11 1924
VICTORIA

I beg to acknowledge the receipt of your letter
of Jan. 30 which will receive the attention of the
Board.
Re 4623

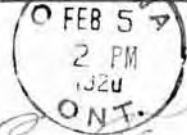
In writing further on this subject, please refer to File
No. 20865

R. RICHARDSON,

Asst. Secretary.

NOTE -- Letters addressed to this Board are carried FREE by the Post Office Department.

O. H. M. S.



FREE.

FREE

A. E. Foreman Esq.

Public Works Engineer

Victoria

B. C.

4623

CANADIAN NATIONAL RAILWAYS

LEGAL DEPARTMENT

GERARD RUEL,
COUNSEL
E.E. FAIRWEATHER,
ASST. COUNSEL (OTTAWA)
A.J. REID, K.C.
A. FRASER,
H.F. ALWARD, (MONTREAL)
GENERAL SOLICITORS

TORONTO, ONT.

Feby. 5, 1920.



REFER TO F/1161-58-4

A. C. Foreman, Esq.,
Public Works Engineer,
Victoria, B.C.

Dear Sir,-

Delta District, New Westminster Bridge Approach,
Pacific Railway.

I acknowledge receipt of your letter of the 30th ultimo
with enclosure.

Yours truly,

Alistair Fraser



THE GOVERNMENT OF
THE PROVINCE OF BRITISH COLUMBIA

DEPARTMENT OF PUBLIC WORKS
(DISTRICT ENGINEER'S OFFICE)

Vancouver, B.C., Feb. 6, 1920.



DELTA DISTRICT.

New Westminster Bridge Approach.

Sir:

Your file 4623 of the 4th inst.

The estimated cost in connection with taking down present span, replacing same with Ry. Standard 60 ft. H. T. Span \$9,500.00, inclusive of pile abutments.

Yours obediently,

Philip

District Engineer.

A. E. Doreman, Esq.,

Public Works Engineer,

Victoria, B.C.

PP:LS

103821

Vancouver, B.C., Feb. 6, 20.

DELTA DISTRICT.

New Westminster Bridge Approach.

Sir:

Your file 4623 of the 4th inst.

The estimated cost in connection with taking down present span, replacing same with Ry. Standard 60 ft. H. T. Span \$9,500.00, inclusive of pile abutments.

Yours obediently,

District Engineer.

A. E. Foreman, Esq.,
Public Works Engineer,
Victoria, B.C.

PP:LS

4th Feb: 20.

Delta District.
New Westminster Bridge Approach.

Sir:

Your file 130. Further to my letter to you of the 3rd inst., - the Chief Engineer of Railways requests that we submit an estimate of the cost in connection with the alterations required to the existing trestle bridge.

Yours obediently,

Public Works Engineer.

P. Philip, Esq.,
District Engineer,
Vancouver, B.C.

SLM/K

4th Feb: 20.

Delta District.

New Westminster Bridge Approach.

Pacific Highway.

Memo. for the Chief Engineer of Railways.

Your file 12.5. With reference to yours of the 2nd inst., - as soon as we receive the necessary prints and information from the District Engineer we will have same forwarded to you.

Public Works Engineer.

FLM/X

A. F. PROCTOR,
CHIEF ENGINEER.

IN REPLYING, WRITE ONLY ON ONE SIDE OF THIS PAPER.
REFER TO ONLY ONE SUBJECT OR TO ONE WORK IN A LETTER.

AND QUOTE
REFERENCE NO.

12.5

FEB 3 1920

VICTORIA, B. C.



THE GOVERNMENT OF
THE PROVINCE OF BRITISH COLUMBIA

DEPARTMENT OF RAILWAYS, B.C.,
(OFFICE OF THE CHIEF ENGINEER)

VICTORIA February 2nd, 1920

A. E. Foreman Esq.
Public Works Engineer,
Parliament Buildings

Dear Sir,

In reply to yours of 29th. ult. (file 4623) re. proposed Under Crossing of Westminster Bridge trestle by Pacific Highway, it will be necessary for you to submit a plan and elevation of the Crossing before it can be considered or acted upon by the Minister of Railways, whose official sanction is required by the Railway Act for all Highway or other Crossings. It might also be advisable for you to put in an estimate of cost in connection with alterations required to the existing trestle.

I can find no trace of the blueprint mentioned in your letter and believe it was returned to your Dept. with mine of Nov. 12th.

Yours truly,

PUBLIC WORKS ENGINEER



Chief Engineer

103649

Office Engineer

3rd Feb: 20.

Delta District.

New Westminster Bridge Approach.

Pacific Highway.

Sir:

Your file 130. Adverting to my letter of the 30th ult., kindly forward another 3 prints of the proposed diversion, referred to in your letter of 29th November last.

Yours obediently.

Public Works Engineer.

P. Philip, Esq.,

District Engineer,

Vancouver, B.C.

BEM/K

3rd Feb: 20

Delta District.

Sir:

Your file 130. It has been drawn to my attention that a slide on the north approach of the Fraser River bridge, New Westminster, has completely blocked the ditch on the inside, with the result that surface waters have been diverted on to the above road bed, which as a consequence is being disintegrated, - kindly look into this matter.

Yours obediently,

Public Works Engineer.

P. Philip, Esq.,

District Engineer,

Vancouver, B.C.

GPH/K

Jan. 30, 1920.

Delta District.
New Westminster Bridge Approach.
Pacific Highway.

Sir:

Referring to yours of the 8th. inst., to the
Asst. Secretary, The Board of Railway Commissioners,
I am enclosing herewith, for your information, copy
of self-explanatory letter to Mr. Cartwright.

Yours obediently,

Public Works Engineer.

Alistair, Fraser, Esq.,
Secretary,
Canadian National Railways,
Toronto, Ont.

FLM/MB

Encl.-1.

Jan. 30, 1920.

Delta District.
New Westminster Bridge Approach.
Pacific Highway.

Sir:

In order that you may understand the present status of the above proposal, I am enclosing copies of self-explanatory letters.

Yours obediently,

Public Works Engineer.

P. Philip, Esq.,
District Engineer,
Court House,
Vancouver, B.C.

FLM/MB

Encl.

Jan. 29, 1920.

Delta District.
New Westminster Bridge Approach.
Pacific Highway.

Memo. to Chief Engineer of Railways.

Adverting to yours of the 12th. November last,
(your file 12.5) as verbally advised yesterday, formal
application was made to the Board of Railways Commission-
ers for the necessary undercrossing, but judging from
the correspondence, copy of which is enclosed, this
would appear to be a matter in which your Department
is most directly concerned.

As we are anxious to proceed with this work early
this Spring, we would appreciate formal applications of
our proposals which provides for the erection of a Stan-
dard 60 foot Howe Truss Span, at the point shown in the
blue print sent you on the 6th. November last.

Public Works Engineer.

FLM/MB

Encl.-3.

Jan. 30, 1920.

Delta District.
New Westminster Bridge Approach.
Pacific Highway.

Sir:

Referring to yours of the 15th. inst.,
(your file 29845) I am enclosing copy of correspondence with the Chief Engineer of the Provincial Railway Department from which you will understand that we are negotiating with that Department for approval of our proposed undertaking at the above point.

Copy of this letter is being forwarded to Alistair Fraser, General Solicitor of the Canadian National Railway.

Yours obediently,

Public Works Engineer.

A.D. Cartwright, Esq.,
Secretary,
Board of Railways Commission,
OTTAWA.

FIM/MB

Encl.-1.

A. D. CARTWRIGHT,
SECRETARY.

BOARD OF
RAILWAY COMMISSIONERS
FOR CANADA

4623
OFFICE OF THE SECRETARY,
OTTAWA

E/L

January 15th, 1920.



Dear Sir,-

File 29845. Appl'n Dep't of
Public Works re highway crossing
of railway trestle bridge south
side of Fraser River Bridge at
New Westminster, B.C.

Referring to yours of the 11th ultimo,

Encl.

I now enclose copy of letter of the 8th instant
from Mr. Alistair Fraser, General Solicitor of the
Canadian National Railways, and am directed to say
that it is understood from you that what is de-
sired is the diversion of the existing road.

Yours truly,

A. D. Cartwright
Secy. B. R. C.
AEB

A. E. Foreman, Esq.,
Public Works Engineer,
Victoria, B.C.



103299 ✓

La M. R. R.
Office Engineer

CANADIAN NATIONAL RAILWAYS.

Toronto, Ont. Jan. 8th, 1920.

R. Richardson, Esq.,
Ass't Sec'y, Board of Railway Commissioners
for Canada,
Ottawa,

Dear Sir,-

File 29845. Application of the Dep't of
Public Works, B.C., for an Order directing
the C.N.Ry to construct a highway crossing
of the railway trestle bridge south side
of the Fraser River Bridge, at New
Westminster, B.C.

Replying to your letter of the 19th ultimo, we
have no interest whatever in this bridge other than that
we use the same and pay for the privilege at a certain
rate per car and our General Superintendent at Vancouver
has been instructed to so advise Mr. J.H.King, Minister
of Public Works for the Province, or whoever sent him
copy of application to the Board. It is a matter for
the Provincial Government to deal with - not the
Railway.

VICTORIA, B. C.

Yours truly,

Sgd. Alistair Fraser.

X

Spence
COPY.

Ottawa, January 29, 1920.

Dear Sir: File 29645, Appl'n Dep't of
Public Works re highway crossing
of railway trestle bridge south
side of Fraser River Bridge at
New Westminster, B.C.

Referring to yours of the 11th ultimo,
I now enclose copy of letter of the 8th. instant
from Mr. Alistair Fraser, General Solicitor of the
Canadian National Railways, and am directed to say
that it is understood from you that what is desired
is the diversion of the existing road.

Yours truly,

"A. D. Cartwright,"

Sec'y Board Railway Commissioner.

A.E. Foreman, Esq.,
Public Works Engineer,
Victoria, B.C.

COPY.

CANADIAN NATIONAL RAILWAYS.

Toronto, Ont Jan. 6th. 1920.

R. Richardson, Esq.,
Ass't Sec'y Board of Railway Commissioners
for Canada,
Ottawa.

Dear Sir:

File 29845, Application of the Dep't of
Public Works, B.C. for an Order direct-
ing the C.N.Ry. to construct a highway
crossing of the railway trestle bridge south
side of the Fraser River Bridge, at New
Westminster, B.C.

Replying to your letter of the 19th. ultimo, we
have no interest whatever in this bridge other than that
we use the same and pay for the privilege at a certain
rate per car and our General Superintendent at Vancouver
has been instructed to so advise Mr. J.H. King, Minister
of Public Works for the Province, or whoever sent him
copy of application to the Board. It is a matter for
the Provincial Government to deal with - not the
Railway.

Yours truly,

"Alistair Fraser."

COPY.

CANADIAN NATIONAL RAILWAYS.

Vancouver, B.C.,
December 31st. 1919.

New Westminster - Application to Board for Diversion
of Pacific Highway under Fraser River Bridge.
=====

Mr. J.H. King,
Minister of Public Works, Province of British Columbia,
Victoria, B.C.

Dear Sir:

With reference to application
made to the Board of Railway Commissioners, copy
of which was forwarded to this company, re highway
under the Fraser River Bridge.

As we are operating over this
bridge on agreement with the Provincial Government,
I am of the opinion that the document referred to
was not intended for this company.

Yours truly,

"D.R. Campbell",

GENERAL SUPERINTENDENT.

CANADIAN NATIONAL RAILWAYS

WESTERN LINES—PACIFIC DISTRICT

4673

D. R. CAMPBELL
GENERAL SUPERINTENDENTA. J. DIXON
DISTRICT ENGINEERC. F. QUANTIC
MASTER MECHANIC, PORT WARD

VANCOUVER, B.C.

REFER TO FILE NO.

41-2-5.



December 31st, 1919.

New Westminster - Application to Board for Diversion
of Pacific Highway under Fraser River Bridge.
.....

Mr. J. H. King,
Minister of Public Works, Province of British Columbia,
Victoria, B.C.

Dear Sir:

With reference to application
made to the Board of Railway Commissioners, copy
of which was forwarded to this company, re highway
under the Fraser River Bridge.

As we are operating over this
bridge on agreement with the Provincial Government,
I am of the opinion that the document referred to
was not intended for this company.

Yours truly,


GENERAL SUPERINTENDENT.

X 102667

Invest. action
B.R.C. for letter
1/1/20
J.H.K.

BOARD OF RAILWAY COMMISSIONERS FOR CANADA

DEC 26 1919

OTTAWA, *Dec 18/19*

I beg to acknowledge the receipt of your letter
of *Dec 11* which will receive the attention of the
Board.

No bridge approach.
In writing further on this subject, please refer to File
No. *29845*

R. RICHARDSON,

Asst. Secretary.

NOTE---Letters addressed to this Board are carried FREE by the Post Office Department.

O. H. M. S.

FREE.

A. E. Freeman Esq.
Pub. Eng. B. Government—
Victoria
Ble.

Dec. 11, 1919.

Delta District.
New Westminster Bridge Approach.
Pacific Highway.

Sir:-

On behalf of the Hon. Minister of Public Works, I am enclosing herewith formal application, together with affidavit of service and blue print, all in duplicate, in connection with the proposed construction of an under crossing at the southerly side of the Fraser River Trestle at New Westminster.

Yours obediently,

Public Works Engineer.

A. D. Cartwright, Esq.,
Sec. Board of Railway Commissioners,
Ottawa.

JLM/UB

Encls.

4623



THE GOVERNMENT OF
THE PROVINCE OF BRITISH COLUMBIA

DEPARTMENT OF PUBLIC WORKS
(DISTRICT ENGINEER'S OFFICE)

VANCOUVER, B. C., Dec. 10, 1919

DEC 11 1919

DELTA DISTRICT.

Approach N. West Bridge
~~Pacific Highway~~

~~Under Highway Crossing C. N. R. Trestle.~~

Sir:

Your file #4623 of the 5th inst. I herewith
enclose four copies of affidavit of service.

Yours obediently,

District Engineer.

A. E. Foreman, Esq.,

Public Works Engineer,

Victoria, B. C.

PP:LS

101895

*application made
to P.W.C.
J.H.
O.E.
11/12*

VANCOUVER, B. C., Dec. 10, 19

DELTA DISTRICT.

Pacific Highway

Under Highway Crossing C. M. R. Trestle.

Sir:

Your file #4623 of the 5th inst. I herewith
enclose four copies of affidavit of service.

Yours obediently,

District Engineer.

A. E. Foreman, Esq.,

Public Works Engineer,

Victoria, B. C.

PP:LS

FORM OF AFFIDAVIT OF SERVICE.

The Board of Railway Commissioners for Canada.

In the matter of the application of No. _____, of the Honourable the Minister of Public Works in the Government of British Columbia, for an order under sections ~~252 and 253~~ ³⁷ of the "Railway Act" directing the Canadian Northern Pacific under Railway Company to provide a ~~level~~ highway crossing, I under the Prestle Bridge, New Westminster.
I Patrick Philip, of the city of Vancouver B.C.

make oath and say:—

- (1.) That I am a member of Public Works Dept. Province of B.C.
(2.) That I did on December 9th, 1919, serve the Canadian National (Canadian Northern Pacific) Railway Company above-named with a true copy of the application of the said Minister of Public Works in this matter, by delivering the same to Hugh Mc Innes the Stenographer to Supt. of the said Company, being an adult person in the employ of the Company at Vancouver B.C., which said copy was endorsed with the following notice, viz.:—

"The within application is made by the Honourable the Minister of Public Works in the Government of British Columbia.

"Take notice that the within-named Railway Company is required to file with the Board of Commissioners, within thirty days from the service hereof, its answer to the within application."

Sworn before me at

Vancouver
this 10th day of December,
1919

Patrick Philip

J. Mahony
A Commissioner for taking Affidavits within British Columbia.

Dec. 5, 1919.

New Westminster District.

Under Highway Crossing, C.W. R. Bridges. New Westminster.

Sir:-

Kindly have the attached affidavit of service, together with the application form, served on a proper official of the C. W. R., Vancouver, and return 4 of the 5 copies, duly filled up.

Blue print referred to is enclosed herewith.

Yours obediently,

Public Works Engineer.

P. Philip, Esq.,
District Engineer,
Court House,
Vancouver, B.C.

FLM/FB

Encl.



DEPARTMENT OF PUBLIC WORKS
(DISTRICT ENGINEER'S OFFICE)

THE GOVERNMENT OF
THE PROVINCE OF BRITISH COLUMBIA

VANCOUVER, B.C. 29th Nov: 1919

DEC 1 1919 PACIFIC HIGHWAY:

New Westminster Bridge Approach.

Sir,

Your file #4623 of 26th instant.

I am sending under separate cover 4 prints each
of proposed diversion and 60' H.T. span as requested.

Yours obediently,

Philip
District Engineer.

A.E. Foreman, Esq.,

Public Works Engineer,

Victoria, B.C.

PP/EWG

101501

Flow
RD
Office Engineer
2/12/19

VANCOUVER, B.C. 29th Nov: 19

PACIFIC HIGHWAY:

New Westminster Bridge Approach.

Sir,

Your file #4623 of 26th instant.

I am sending under separate cover 4 prints each
of proposed diversion and 60' H.T. span as requested.

Yours obediently,

District Engineer.

A.E. Foreman, Esq.,

Public Works Engineer,

Victoria, B.C.

PP/ENG

Nov. 26, 1919.

Pacific Highway.

New Westminster Bridge Approach.

Sir:

Referring to yours of the 21st. inst., we will require 4 additional blue prints, similar to those sent by you on the 29th ult., and 4 blue prints of sheet #1, of the Standard 60' H. T. span sent on the 21st instant.

On receipt of the above plans, formal application will be made to the Board of ^{Ply} Trade Commissioners.

Yours obediently,

Public Works Engineer.

P. Philip, Esq.,
District Engineer,
Court House,
Vancouver, B.C.

FHM/MB



DEPARTMENT OF PUBLIC WORKS
(DISTRICT ENGINEER'S OFFICE)

Dist. File 398

Dept. " 4623

THE GOVERNMENT OF
THE PROVINCE OF BRITISH COLUMBIA

Vancouver, Nov. 21st, 1919



Delta District

Pacific Highway (Provincial Highway)

aving.

New Westminster Bridge approach

Sir:-

Your File #4623 of the 17th inst. (Kindly alter the heading of your letter as above).

I interviewed the Assistant to the Chief Engineer of the C.N. Railway, who very kindly supplied me with plans of a Standard 60' H.T. Span. I have had Blue Prints prepared and am sending you under separate cover ten sheets giving full details. The 60' Span can be shortened to suit our particular case or you can adopt this standard which will provide greater clearance for our Pavement.

I also obtained the following information, which will be useful to you:-

Iron Work:

60' Howe Truss

Cast iron

W. I.

11,046 lbs. ENGINEER
PUBLIC WORKS

Timber

43,717 Ft. B.M.

NOV 20 1919

Kindly advise if you wish any further information.

Yours obediently

VICTORIA, B. C.

District Engineer,

A.E. Foreman, Esq.,
Public Works Engineer,
Victoria, B. C.

EP/MN.

101102

QE.

Dist. File 398

Dept. " 4623

Vancouver, Nov. 21st, 19.

Delta District
Pacific Highway (Provincial Highway)
Paving.

Sir:-

Your File #4623 of the 17th inst. (Kindly alter the heading of your letter as above).

I interviewed the Assistant to the Chief Engineer of the C.N. Railway, who very kindly supplied me with plans of a Standard 60' H.T. Span. I have had Blue Prints prepared and am sending you under separate cover ten sheets giving full details. The 60' Span can be shortened to suit our particular case or you can adopt this standard which will provide greater clearance for our Pavement.

I also obtained the following information, which will be useful to you:-

	60' Howe Truss
Iron Work:	Cast iron 11,046 lbs.
	W. I. 18,252 "
Timber	43,717 Ft. B.M.

Kindly advise if you wish any further information.

Yours obediently,

District Engineer,

A.R. Foreman, Esq.,
Public Works Engineer,
Victoria, B. C.

PP/NH.

17th Nov: 1919

New Westminster District.

Sir:

Your file 398. In reply to your letter of the 29th ult, I beg to advise that the Chief Engineer of Railways informs me that any design for carrying the Pacific Highway under the C.N.R. Bridge to New Westminster Bridge, which is acceptable to the Dominion Railway Board, will also be accepted by his Department.

Kindly get in touch with the Chief Engineer of the C.N.Railways in Vancouver, and if possible secure from him a drawing shewing a suitable span for carrying the railway over our road when diverted.

For this purpose I am returning one of your blue prints. When you have secured this information we should be in a position to make application to the Board of Railway Commissioners, so that this matter may be disposed of.

Yours obediently,

Public Works Engineer.

P. Philip, Esq.,
District Engineer,
Vancouver, B.C.

OPH/K

Encls.

A. F. PROCTOR,
CHIEF ENGINEER.

IN REPLYING, WRITE ONLY ON ONE SIDE OF THE PAPER.
REFER TO ONLY ONE SUBJECT OR TO ONE WORK IN A LETTER.

AND QUOTE
REFERENCE NO. 12.5

Your file 4623.



THE GOVERNMENT OF
THE PROVINCE OF BRITISH COLUMBIA

DEPARTMENT OF RAILWAYS, B.C.
(OFFICE OF THE CHIEF ENGINEER)

4623

PUBLIC WORKS ENGINEER

NOV 13 1919

VICTORIA 12th. Nov. 1919.

A.E. Foreman, Esq.,
Public Works Engineer, B.C.
Parliament Buildings.

Dear Sir:-

In reply to yours of the 7th. inst., I beg to advise you that any design for carrying the Pacific Highway under the C.N.R. Bridge to New Westminster Bridge, which is acceptable to the Dominion Railway Board, will be accepted by this Department.

I would like to accede to your request to furnish you with plans for this proposed under-crossing, but you will realize I am sure that it is not in my power to do so for some considerable time to come, when I mention the fact to you that we have now under ~~consideration~~ ^{construction} or design thirty four (34) railway bridges and that my staff is very small.

Blue prints are returned herewith.

Yours truly,

A. F. Proctor
Chief Engineer.

AFP/BM.

*e y m
C.N.R.*

100685

*h
R
14/11/19*

P.W. E. Asst.

7th Nov: 19

New Westminster District.
Provincial Highway.

Memo. for the Chief Engineer of Railways.

I herewith enclose blue print plan, shewing the proposed diversion of the Provincial Highway on the south approach to Westminster Bridge.

You will notice from the grades laid down that there is sufficient headroom under the C.N.R. trestle.

The District Engineer suggests that the skew abutments should be constructed of concrete and the inside face of same should have one foot clearance from the edge of our pavement, as these abutments will make an excellent bulkhead for the filling under the pavement.

~~As these abutments~~
I presume that this matter will have to be laid before the Board of Railway Commissioners for acknowledgement, but before doing this I shall be greatly obliged if you will have plans prepared shewing the abutments and structure for carrying the railway over our road in a manner acceptable to you.

This Department will, of course, bear the expense of having these plans prepared. Any further information you may require will be forwarded to you in due course.

GPH/X

Public Works Engineer.

Encls.



THE GOVERNMENT OF
THE PROVINCE OF BRITISH COLUMBIA

DEPARTMENT OF PUBLIC WORKS
(DISTRICT ENGINEER'S OFFICE)

4673
Vancouver, Oct. 29/19 19

Dist File 298



Provincial Highway 2

Sir:-

I am enclosing under separate cover blue prints in triplicate showing the proposed diversion of the Provincial Highway on the south approach to Westminster Bridge.

You will notice from the grades laid down that there is sufficient headroom under C.N.R. trestle. I would suggest that the skew abutments should be constructed of concrete and the inside face of same should have one foot clearance from our pavement.

These abutments will make an excellent bulk-head for the filling under the pavement.

Will you kindly take this matter up with the Railway officials in order that I can have the filling made by the contractors as early as possible, for I ^{should} point out that we will never have a better opportunity of having this work done than the present.

Any further information you may require, kindly let me know.

Yours obediently,

P. Phier

District Engineer

PP/DD

AE. Foreman, Esq.,
Victoria, B.C.

100225

6/11/19
F.W.E.
on return

17th Oct: 19

New Westminster District.
Approach to Fraser River Bridge.

Sir:

Your file 229. In reply to your letter of the 15th inst., I beg to advise you are authorized to expend the sum of \$2,483.30 in connection with the above work.

The additional sum of \$483.30 over and above that authorized, viz: \$2,000, in my letter to you of 10th July last, will also be made a charge against the 'B.C. Loan, 1919.'

A copy of this letter has been sent to Government Agent Campbell.

Yours obediently,

Public Works Engineer.

P. Philip, Esq.,
District Engineer,
Vancouver, B.C.

GPH/K



DEPARTMENT OF PUBLIC WORKS
(DISTRICT ENGINEER'S OFFICE)

Vancouver, Oct. 15/19 19

Dist File 229



Approach to Fraser River Bridge
New Westminster

Sir:-

I herewith enclose copy of letter from Mr. Stewardson, City Engineer of New Westminster, together with copy of account mentioned in his letter and would recommend that payment be made to the Corporation of the City of New Westminster for the amount of \$2483.30. The extra expenditure is justified taking into consideration the circumstances under which the work was done. You have personally been over this road and I think you will agree with me that the work is a credit to the City of New Westminster and to Mr. Stewardson.

Yours obediently,

District Engineer

PP/DD

A. E. Foreman, Esq.,

Victoria, B.C.

99611

IMMEDIATE
P. W. E.

THE CITY OF NEW WESTMINSTER

New Westminster, Oct. 14th., 1919

P. Philip, Es ..,
Vancouver, B.C.

Dear Sirs:-

FRASER RIVER BRIDGE APPROACH AT
NEW WESTMINSTER

I beg to enclose, herewith, statement of our account for paving with tar mac dam at the above location.

You will notice that the expenditure has over-run the estimate by \$495.06. The explanation of this is that instead of 1400 super yards of paving it was found necessary to lay 1743 super yards to give a safe width round the curves and to accomodate the traffic on one half of the road while paving operations were in progress on the other half.

The cost per super yard for grading and paving is \$1.304 but this cost should be considerably reduced under ordinary conditions.

Yours very truly,

"Harry Stewardson"

City Engineer

3rd September, 1919.

New Westminster District.

re Westminster Bridge,
South Approach.

Memorandum for the Chief Engineer of Railways.

In reply to your letter of the 28th ultimo, (Your file 11.7) I beg to advise that District Engineer P. Philip has been asked to put this matter in hand, and to advise you direct as to what arrangements he is making.

Public Works Engineer.

GPN/JMT.

3rd September, 1919.

New Westminster District.

re Westminster Bridge,
South Approach.

Sir:-

I herewith enclose copy of letter from the Chief Engineer, Department of Railways, dated 28th ultimo, in connection with the above.

Be good enough to make these arrangements for Mr. Proctor, and advise him direct as to what you are able to do in connection therewith.

Yours obediently,

Public Works Engineer.

P. Philip, Esq.,

District Engineer,

GPN/JMT.
Encl.-1.

Vancouver, B.C.

A. F. PROCTOR,
CHIEF ENGINEER.

IN REPLYING, WRITE ONLY ON ONE SIDE OF THE PAPER.
REFER TO ONLY ONE SUBJECT OR TO ONE WORK IN A LETTER.

AND QUOTE
REFERENCE NO. 11.7



THE GOVERNMENT OF
THE PROVINCE OF BRITISH COLUMBIA

DEPARTMENT OF RAILWAYS, B.C.
(OFFICE OF THE CHIEF ENGINEER)

4673

Attention Mr. Napier.

VICTORIA 28th August, 1919.



Westminster Bridge
South Approach.

Dear Sir,

Regarding the gravel approach at South end of New Westminster Bridge, will you kindly arrange to have the first 100' covered with coating of Tarvia "B" for a width of 20' in order to keep the grit from being carried on to the Bridge flooring.

You can bill this Department with cost of work which is chargeable to Vote No. 240A.

Yours truly,

A. F. Proctor
Chief Engineer.

A. E. Foreman, Esq.,

Public Works Engineer,

Victoria, B.C.

ASSISTANT PUBLIC WORKS ENGINEER

SEP 2 1919

VICTORIA, B.C.

RWM/A

97780

P. W. E. Asst.

25th July, 19

New Westminster District.

Tar Macadam Paving, Westminster Bridge,
Approach.

Sir:

Your file 387. In reply to your letter of the 22nd inst., I beg to advise it will be in order to arrange for the City to proceed with this work on the understanding that the Provincial Government will pay the cost thereof up to \$2,000 upon production by the City of certified payrolls and accounts and a satisfactory report from yourself.

Yours obediently,

Public Works Engineer.

P. Philip, Esq.,

District Engineer,

Court House, Vancouver,

GPH/K

Dist. File 387
Dept. File 4623



THE GOVERNMENT OF
THE PROVINCE OF BRITISH COLUMBIA

DEPARTMENT OF PUBLIC WORKS
(DISTRICT ENGINEER'S OFFICE)

Vancouver, B.C., July 22d 1919.

JUL 23 1919

New Westminster District

"B. C. Loan Act, 1919."

Sir:-

In reply to yours of 10th inst. (File 4623) I enclose herewith copy of letter and estimate from the City Engineer of New Westminster. I have instructed Mr. Stewardson to proceed with this work in order to take advantage of the weather conditions.

I might state that no provision has been made for a tile drain to prevent seepage entering the pavement, but as there is a considerable amount of this pavement on fill, the matter of the drainage will have to be decided on the ground. I am drawing this to Mr. Stewardson's attention.

The revision mentioned in Mr. Stewardson's letter has reference to easing off the sharp curvature, and I approved of this.

Yours obediently,

ASSISTANT PUBLIC WORKS ENGINEER

P. Philip
JUL 24 1919

District Engineer.

VICTORIA, B.C.

A.E. Foreman Esq.,

Public Works Engineer,

Victoria, B.C.

PP/ECH
Enclosures 4

O.K. [initials]
[Signature]
P.W.E. Asst.

C O P Y

The City of New Westminster
Office of City Engineer

New Westminster, B.C.,

July 17th 1919.

P. Philip Esq.,
District Engineer,
Court House, Vancouver, B.C.

Dear Sir:-

re-tar macadam paving - Westminster
bridge approach.

Herewith I enclose my estimate of the cost of removing planking, re-grading and tar-macadamizing the approach to the Fraser River Bridge.

By slightly revising the position of the center line, I found it possible to effect a considerable saving in the borrow and also to improve the maximum grade from 5.44 to 5.22%

The estimate is based on this revision on the assumption that it will meet with your approval.

Yours truly,

(Signed) Harry Stewardson
City Engineer.

1 Enclos.

HS/JG

C O P Y

The City of New Westminster
Office of City Engineer

New Westminster, B.C.,

July 17th 1919.

P. Philip Esq.,

District Engineer,

Court House, Vancouver, B.C.

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The estimate is based on this revision on the assumption that it will meet with your approval.

Yours truly,

(Signed) Harry Stewardson

City Engineer.

1 Enclos.

HS/JG

C O P Y

NEW WESTMINSTER CITY
 APPROACH TO FRASER RIVER BRIDGE
 PROPOSED GRADING AND TAR-MACADAMIZING

ESTIMATE.

No.	Description	Rate	Amount
200 Lin.ft.	Take up and dispose of plank road		\$ 50.00
70 C yds.	Excavation	\$1.25	87.50
70 " "	Fill to sub-grade	0.50	35.00
45 " "	Borrow " " (crushed rock)	2.50	112.50
1400 S yds.	Fine grading	0.05	70.00
25 C yds.	Crushed rock base over fill	2.50	62.50
120 " "	" " in surfacing	2.50	300.00
40 " "	Granite screenings in surfacing	2.50	100.00
1400 S yds.	Supplying and spraying tarvia	0.40	560.00
1400 " "	Rolling, brooming, etc.	0.25	350.00
			\$1,727.50
	Allow for contingencies 5%		86.37
	" " supervision 5%		86.37
			\$1,900.24

C O P Y

NEW WESTMINSTER CITY
 APPROACH TO FRASER RIVER BRIDGE
 PROPOSED GRADING AND TAR-MACADAMIZING

ESTIMATE.

No.	Description	Rate	Amount
290 Lin.ft.	Take up and dispose of plank road		\$ 50.00
70 C yds.	Excavation	\$1.25	87.50
70 " "	Fill to sub-grade	0.50	35.00
45 " "	Borrow " " (crushed rock)	2.50	112.50
1400 S yds.	Fine grading	0.05	70.00
25 C yds.	Crushed rock base over fill	2.50	62.50
120 " "	" " in surfacing	2.50	300.00
40 " "	Granite screenings in surfacing	2.50	100.00
1400 S yds.	Supplying and spraying tarvin	0.40	560.00
1400 " "	Rolling, brooming, etc.	0.25	350.00
			\$1,727.50
	Allow for contingencies 5%		86.37
	" " supervision 5%		86.37
			\$1,900.24

10th July - 1919.

New Westminster District.

"B. C. Loan, 1919".

Sir:-

I beg to advise that the sum of \$2,000.00 has been set aside from the above Loan, for expenditure during the current fiscal year, in connection with the approaches to the bridge over the Fraser River.

This will be your authority to proceed with the above work.

Yours obediently,

Public Works Engineer.

P. Philip, Esq.,

District Engineer,

Vancouver, B. C.

GFH/JMT.

10th July - 1919.

New Westminster District.

"B. C. Loan, 1919."

Sir:-

I herewith enclose, for your information, copy of my letter of even date, to District Engineer Philip.

Yours obediently,

Public Works Engineer.

F. C. Campbell, Esq.,

Government Agent,

New Westminster, B. C.

GPN/JMT.
Encl.-1.

29th Aug: 1918.

New Westminster District.
Retaining Wall Fraser River Bridge Approach.

Sir:

I am in receipt of yours of the 26th inst.,
and am much obliged for the useful information contained
therein.

Yours obediently,

Public Works Engineer.

H. Stewardson, Esq.,
City Engineer,
New Westminster, B.C.

FLM/K

A.M., CAN. SOC. C.E., ETC.
CITY ENGINEER



TEL 659

THE CITY OF NEW WESTMINSTER



OFFICE OF CITY ENGINEER

NEW WESTMINSTER, B. C., August 26th 1918

A.E.Foreman Esq.,
Public Works Engineer,
Victoria,B.C.

NEW WESTMINSTER DIST.

Dear Sir;-

Retaining Wall-Fraser River Bridge Approach.

In accordance with your request of July 27th,I have pleasure in giving you the following cost data for work in building the above retaining wall.

	1405	cub;yards	earth & sandy clay excavation.	85	cents	per	c;yd.
	1265	"	" fill (borrow-200 feet haul)	1.07	"	"	"
X	207	"	" concrete in fnds.without forms	7.355	"	"	"
X	1610	"	" " wall.including "	7.744	"	"	"

X. The wall contains 30% of hand placed one man quarried rock,thus the actual cost of the mixed concrete was \$10.507 & \$10.897 for the last two items,respectively.

Prices paid for material and labor.

Cement	2.65	per barrel.	delivered.
Gravel	1.80	" c;yd.	"
Sand	1.80	" "	"
Lumber	24.60	" 1000 ft.B.M.	"
Foreman	62½	" hour.	
Formsetters	45½	" "	

83667

CITY ENGINEER

No. _____

August 26th 1918

A.E. Foreman Esq.,

Team & Teamster 7.00 per eight hour day.

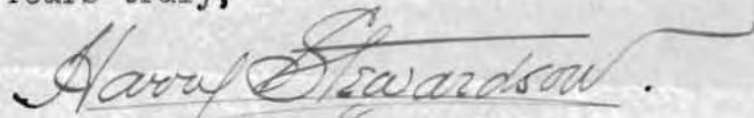
The prices in effect when the cost was estimated in April 1917 were as follows;

Cement	2.55	per barrel	delivered.
Gravel	1.60	" c;yd.	"
Sand	1.60	" "	"
Lumber	20.00	" 1000 feet.B.M.	"
Foreman	50	" hour.	
Formsetters	40	" "	
Laborers	37½	" "	

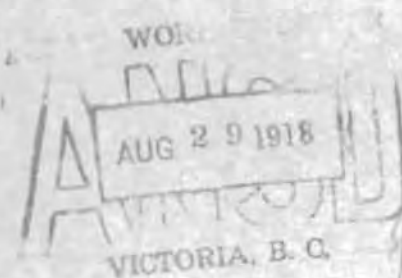
Team & Teamster 6.60 per eight hour day.

Considerable difficulty was experienced in getting suitable labor and quite 50 % of the men engaged were inexperienced in this class of work.

Yours truly,



City Engineer.



*Copies on file
with
Municipal*

27th July, 1918

Retaining wall Fraser River Approach.

Sir:

Referring to yours of the 31st May, I shall be much obliged if you will kindly supply at your convenience data as to the unit cost of such matters as excavation, concrete in bulk and other particulars regarding the cost of this work.

Conditions regarding labour questions and cost of materials should be supplied with this information.

Yours obediently,

Public Works Engineer.

H. Stewardson, Esq.,

City Engineer,

New Westminster, B.C.

FLM/X

4623.

12th July, 1918.

New Westminster District.

Sir:-

In reply to your letter of July 8th to the Hon. Minister re southern approach Westminster Bridge, I beg to advise you that the appropriation of \$1,700.00 was for repairs to River Road through D.I. 172.

I expect to be in Vancouver shortly and shall take up with Mr. Johnston the question of approach to this bridge as well as repairs to No. 19 Road, Lulu Island.

Yours obediently,

Public Works Engineer.

D. Whiteside, Esq., M.P.P.,
New Westminster, B. C.

ARF/ME.

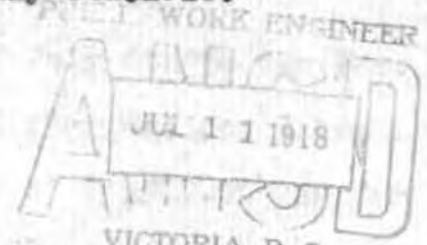
Blind.

FILE NO. 4623.



New Westminster, B.C.

July 8th 1918.



Extract of Letter
from
D. Whiteside, Esq.,

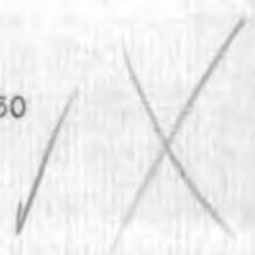
RICHMOND DIST.

" The Southern approach to the Westminster Bridge across the Fraser, is in very bad shape. I understand your appropriation of \$1700.00 was made for the purpose of renewing this approach. The matter was considered last year, but the necessity is even greater this year than it was last year. Will you kindly let me know when you will be able to have this work done. "

Signed.....D. Whiteside.

81955

For original see # 81904 File 1030



7th June, 1918

Retaining wall, Fraser River Bridge Approach.

Sir:

For your information I enclose
a copy of my letter of even date to Mr. Stewardson.

Yours obediently,

Public Works Engineer.

H.L. Johnston, Esq.,

District Engineer,

Court House, Vancouver.

ARF/K

Encls.

6th June, 1918

New Westminster District.

Retaining wall, Fraser River Bridge Approach.

Sir:

I am in receipt of your letter of the 31st ult., and it is agreeable to the Department to postpone the construction of the galvanized iron railing on the retaining wall until price of material becomes more normal.

I would suggest that you submit your statement for the balance due from the Government, less, say \$350, and forward it to Mr. Johnston for approval, when payment will be made.

Yours obediently,

Public Works Engineer.

H. Stewardson, Esq.,

City Engineer,

New Westminster, B.C.

AEP/K



THE CITY OF NEW WESTMINSTER

~~JOHN W. H. REID~~M. CAN. SOC. C. E.
CITY ENGINEER

CITY HALL,

NEW WESTMINSTER, B. C., May 31st

1918

A.E. Foreman Esq.,
Public Works Engineer.
Victoria, B.C.



Dear Sir:-

RETAINING WALL

FRASER RIVER BRIDGE APPROACH.

I beg to advise that the above wall is now complete, with the exception of the galvanized iron Protection Railing.

The total cost to date is \$17636.27, which amount is \$1176.24 in excess of the estimated cost.

The over-expenditure is due, in a great measure, to the increased cost of labor and materials, labor accounting for \$512.96 and materials \$507.90, of the excess.

With regard to the Protection Railing which was originally estimated to cost \$265, I find that the cost of galvanized pipe has so increased that it cannot now be built for less than \$700.00.

I would therefore suggest to you the advisability of leaving this portion of the work until such time as the cost of this material becomes somewhat near normal.

I will be glad to know if this suggestion is acceptable to you.

80500

Yours faithfully,

Harry Stewardson
City Engineer.

May 16th, 1918.

New Westminster District.

Sir:-

Referring to your letter of the 11th instant, I would refer you to my communication of the 24th ultimo. The voucher is returned herewith for payment.

Yours obediently,

Public Works Engineer.

F. C. Campbell, Esq.,

Government Agent,

New Westminster, B.C.

AH/AP.



GOVERNMENT AGENT'S OFFICE

New Westminster, B. C.

11th May, 1913.

A. E. Foreman, Esq.,
Public Works Engineer,
Victoria, B. C.

NEW WESTMINSTER DIST.

Sir:

I have the honour to hand you herewith Voucher in favour
of the City of New Westminster for the sum of \$4,300.00.

As this is a considerable sum and I have no advice in the
matter I would be glad to have your approval before paying.

I have the honour to be,

Sir,

Your obedient servant,

Y. S. Campbell
Government Agent.

Encl.
FCC/MD



79836

April 24th, 1918.

New Westminster District.

Sir:-

The District Engineer has now been instructed to voucher for the work being done by the City of New Westminster on the retaining wall,- the supplementary amount is \$6,300 under Vote 155.

Yours obediently,

Public Works Engineer.

F. C. Campbell, Esq.,

Government Agent,

New Westminster, B.C.

AH/AP.

April 24th, 1918.

New Westminster District.

Sir:-

The supplementary estimates are now available and it will be in order to voucher for the work being done by the City of New Westminster on the retaining wall,- the supplementary amount is \$6,300.00 under Vote 155.

Yours obediently,

Public Works Engineer.

H. L. Johnston, Esq.,

District Engineer,

Vancouver, B. C.

AH/AP.

4623

Your File 314.

March 11th, 1918.

New Westminster District.

Sir:-

Replying to your letter of the 27th ultimo, as there is only \$1700.00 in the Vote, this will be the amount to be vouchered until the Estimates are passed by the Legislative Assembly.

Yours obediently,

Public Works Engineer.

H. J. Johnston, Esq.,

District Engineer,

Vancouver, B. C.

AH/AP.

When replying refer to
District Office File No. 314

FILE No. 4623

Department File No. 4623



THE GOVERNMENT OF
THE PROVINCE OF BRITISH COLUMBIA

PUBLIC WORKS DEPARTMENT
(DISTRICT ENGINEER'S OFFICE)

Vancouver B.C., Feb. 27th 1918



Retaining Wall at Westminster.

Sir:

NEW WESTMINSTER DIST.

I have had a request from the City
Engineer of New Westminster to pass a voucher in favour
of the City for \$3000.00 as part payment on the work
already done on the retaining wall under the traffic
bridge which approaches the structure across the Fraser
River.

Would you kindly authorize payment of
this amount.

Yours obediently,

H. D. Johnston
District Engineer.

PUBLIC WORKS ENGINEER
A. E. FOREMAN
VICTORIA, B. C.
A.E. Foreman, Esq.,

Public Works Engineer,
Victoria, B.C.

HLJ/McD.

77522

February 25th, 1918.

New Westminster District.

Sir:-

In acknowledging your letter of the 20th instant, your File 2839, as there is only \$1700.00 available of Vote 155 Mr. Johnston will pass the voucher for that amount. No further payments can be made until the Estimates are passed by the Legislature.

Voucher herewith.

Yours obediently,

Public Works Engineer.

F. C. Campbell, Esq.,

Government Agent,

New Westminster, B.C.

AH/AP.

Encl.



THE GOVERNMENT OF
THE PROVINCE OF BRITISH COLUMBIA

GOVERNMENT AGENT'S OFFICE

New Westminster, B. C.
20th February, 1918.



A. E. Foreman, Esq.,
Public Works Engineer,
Victoria, B. C.

NEW WESTMINSTER DIST.

Sir:

I have the honour to hand you herewith for approval District Engineer's Voucher No. 799 made in favour of the City of New Westminster for the sum of \$3,000.00. You will observe that the District Engineer makes this a charge against Vote 155 - New Westminster District. The Estimates give an appropriation of \$3,700.00 for this Vote. I have nothing charged against it in my books.

Will you kindly advise if I have your authority to pay this Voucher, and return same to this office.

I have the honour to be,

Sir,

Your obedient servant,

H. B. Langford
Government Agent.

Encl.
FCC/LD

77303

*Port. Cost
Less 706
supp.*

*8000-
1700
6300-*

When replying refer to
District Office File No. 314

Department File No. 4623



THE GOVERNMENT OF
THE PROVINCE OF BRITISH COLUMBIA

FILE No. 4623

PUBLIC WORKS DEPARTMENT
(DISTRICT ENGINEER'S OFFICE)

Vancouver B.C., Dec. 15th 1917

New Westminster District

Retaining Wall Fraser River Bridge Approach.

Sir:

NEW WESTMINSTER DIST.

In reply to your letter of the 7th inst.,
I enclose a sketch from Mr. Stewardson, City Engineer
of New Westminster with a letter from Assistant Engineer
Pattison also enclosed.

Yours obediently,

K. J. Johnston
District Engineer.

A. E. Foreman, Esq.,
Public Works Engineer,
Victoria, B.C.

HLJ/McD.
Encls.

75844

Replying to

When replying refer to 314
District Office File No.....

Department File No. 4623.....



THE GOVERNMENT OF
THE PROVINCE OF BRITISH COLUMBIA

ROAD SUPERINTENDENT'S OFFICE,

New Westminster Dec. 11th. 1917

191.....

New Westminster District

Retaining Wall Fraser River Bridge Approach

Sir

Replying to yours of the 8th. inst. I beg to submit the following report:-

The enclosed sketch was prepared -at my request- by Mr. Stewardson from his own notes.

Personally, I saw the majority of the boulder foundation prepared. This foundation consisted of boulders varying in weight from a few hundred pounds to upward of two tons. The layer of boulders was approx. 10ft. deep, and, I am informed was deposited in the ravine about 20 years ago. A surface was prepared by levelling with smaller boulders, the larger cavities were then chinked with small rock. The surface was then thoroughly hoed off.

I also saw a section of about 15ft. of the clay foundation prepared.

Considerable delay was caused this forenoon on account of loose material being encountered at a level which had been proposed as a foundation elevation. Particular care was taken to have all this loose material removed, and no concrete poured till a foundation on solid hard-pan had been secured.

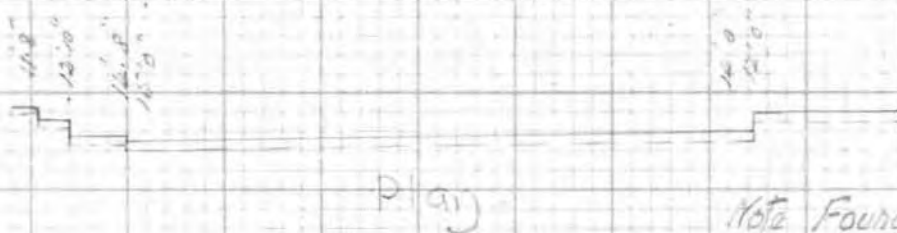
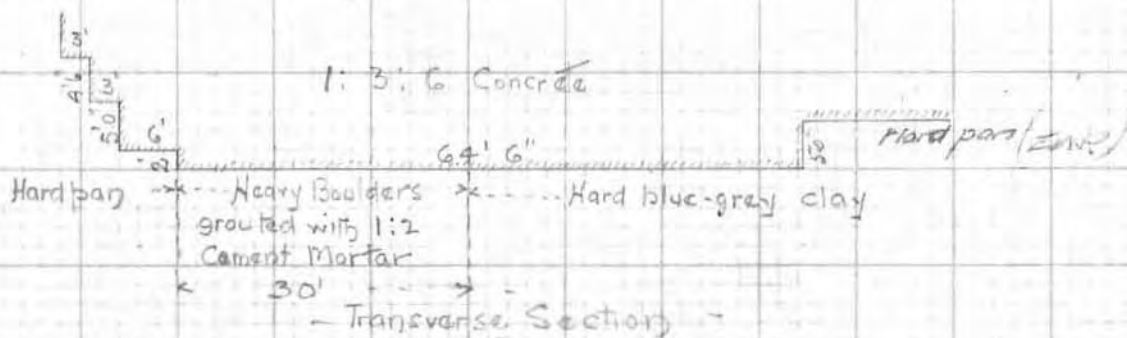
In so far as I have inspected the work I am satisfied that the foundation is good.

Yours respectfully

Retaining Wall at Shaver Bridge Approach

1

Top of Wall



20' = 1"

Note Foundation slab 2'0" thick & 2'0" wider than dimensions shown on Plan

11/ Dec/17

A. J. Shaver

7th Dec: 1917

New Westminster District.

Retaining Wall - Fraser River Bridge Approach.

Sir:

I beg to acknowledge your letter of the 3rd inst., and wish to thank you for the prompt action you have taken in connection with the work.

After 'phoning you I got in touch with Mr. Gilley and he promised to supply more suitable material and I also instructed Mr. Johnston to go to New Westminster the first thing on Monday morning and see you with reference to removing the poor concrete before proceeding further with the work.

We do not wish to place an inspector on the work but I have requested Mr. Johnston to have Mr. Pattison keep in touch with it as closely as possible as I appreciate

s22

Yours obediently.

Public Works Engineer.

H. Stewardson, Esq.,
City Engineer,
New Westminster, B.C.

AKP/X

7th Dec: 1917

New Westminster District.

Retaining Wall - Fraser River Bridge Approach.

Sir:

I am in receipt of a letter from Mr. Stewardson, of which he sent you a copy, - I am enclosing herewith a copy of my reply.

Will you kindly see that Mr. Pattison inspects this work regularly and if it is not being carried out to his satisfaction it will be necessary for us to appoint an inspector to be on the work continuously.

Mr. Pattison's verbal report upon the foundation did not actually coincide with that submitted by the Foreman on the work, - will you kindly have a written report submitted with regard to the foundations, and see that the footings for the balance of the work are carried down to a solid material.

Yours obediently,

Public Works Engineer.

H.L. Johnston, Esq.,
District Engineer,
Court House, Vancouver.

ANF/K

Encls.



THE CITY OF NEW WESTMINSTER

JOHN W. B. BLACKMAN
M. CAN. SOC. C. E.
CITY ENGINEER

CITY HALL,
NEW WESTMINSTER, B. C., December 3rd 1917

A.E. Foreman Esq.,
Chief Engineer.

Public Works Department.

Victoria, B.C.

NEW WESTMINSTER DIST

Dear Sir;-

re Retaining Wall-Fraser River Bridge Approach.

Following your phone message on Saturday I visited this work and must acknowledge that your objection to both the material and the manner in which the concrete was being laid was perfectly justified.

The foreman, I found, had totally disregarded his instructions as to turning the mix over when deposited from the chute, was not using the extension chute which is provided to retard the velocity and prevent separation but was allowing the concrete to splash into the wall from a considerable height and had used poor judgement in using unsuitable material.

This man came to us with most excellent references from [redacted] s22 [redacted] we engaged him in good faith and on the strength of his references he was not supervised as closely as he otherwise would have been.

I felt that for the good of the work it would be wise to dispense with his services and he is no longer connected with the job.

75468

December 3rd 1917

A.E.Foreman Esq.,

With regard to the material I may say that the 2" crushed rock delivered on Saturday afternoon is not the class of material we have been using and I was surprised to find that it had been accepted and used.

I have made arrangements with Messrs Gilley Brothers to supply equal quantities of fine crushed rock and pea gravel and from my observations of to-days work I feel sure we shall get a well graded mix.

Yours faithfully,

H. E. Stewardson
City Engineer.

Copy to H.L.Johnson Esq.,

District Engineer.

Court House.

Vancouver, B.C.

4623.

29th Nov., 1917.

New Westminster District.

Sir:-

Re Retaining Wall - Fraser River Bridge Approach.

I beg to acknowledge with thanks plans and specifications of the above retaining wall, and note that copies of same have been sent to our District Engineer, Mr. Johnston.

Yours obediently,

Public Works Engineer.

H. Stewardson. Esq.,

City Engineer,

New Westminster, B. C.

WKG/ME.



THE CITY OF NEW WESTMINSTER

JOHN W. B. BLACKMAN
M. CAN. SOC. C. E.
CITY ENGINEER

CITY HALL,
NEW WESTMINSTER, B. C. November 24th 191



A.E. Foreman Esq.,

Public Works Engineer.

Parliament Bldgs.

Victoria, B.C.

NEW WESTMINSTER DIST.

Dear Sir;-

Retaining Wall-Fraser River Bridge Approach.

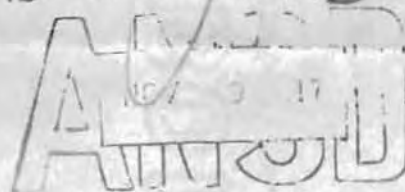
I beg to hand you herewith plans and short specification for the above-mentioned work.

The work is being carried out by the City Board of Works Department by direct labor.

A copy of the plans and specifications has been forwarded to Mr Johnston by concurrent mail.

Yours faithfully,

ASSISTANT PUBLIC WORKS ENGINEER



VICTORIA, B. C.

[Signature]
City Engineer.

75428

acknowledged



SPECIFICATIONS

AND

• CONDITIONS OF CONTRACT

FOR

*The construction of a Concrete Gravity
Retaining Wall at the Approach to
the Fraser River Bridge.*

New Westminster, B. C.

A. B. Stewardson

~~J. W. B. BLACKMAN~~, A. M. Can. Soc. C. E.
City Engineer.

Specification for Concrete Retaining Wall.

EXCAVATION.

The excavation shall be made in conformity with the lines and levels as set out by the City Engineer upon the ground.

CONCRETE.

All concrete used upon the works shall be composed of clean sharp sand, gravel or crushed rock and Portland cement in the proportion of 1 part cement, 3 parts sand and 6 parts gravel or crushed rock.

Wall.

The wall shall be built of concrete and quarried or broken rock. The quarried or broken rock shall not exceed 50 lbs in weight and shall be so spaced in the wall that the minimum distance between any two rocks shall not be less than 3 inches and the maximum not greater than 6 inches.

No rock shall be placed closer than 3 inches to the face of the wall and the concrete shall be thoroughly worked to the form so that the wall shall present a clean and even face when the forms are removed.

COPING.

The coping shall be constructed to the detail drawing.

PROTECTION

RAILING.

The protection railing shall be supplied and erected in accordance with the detail drawing.

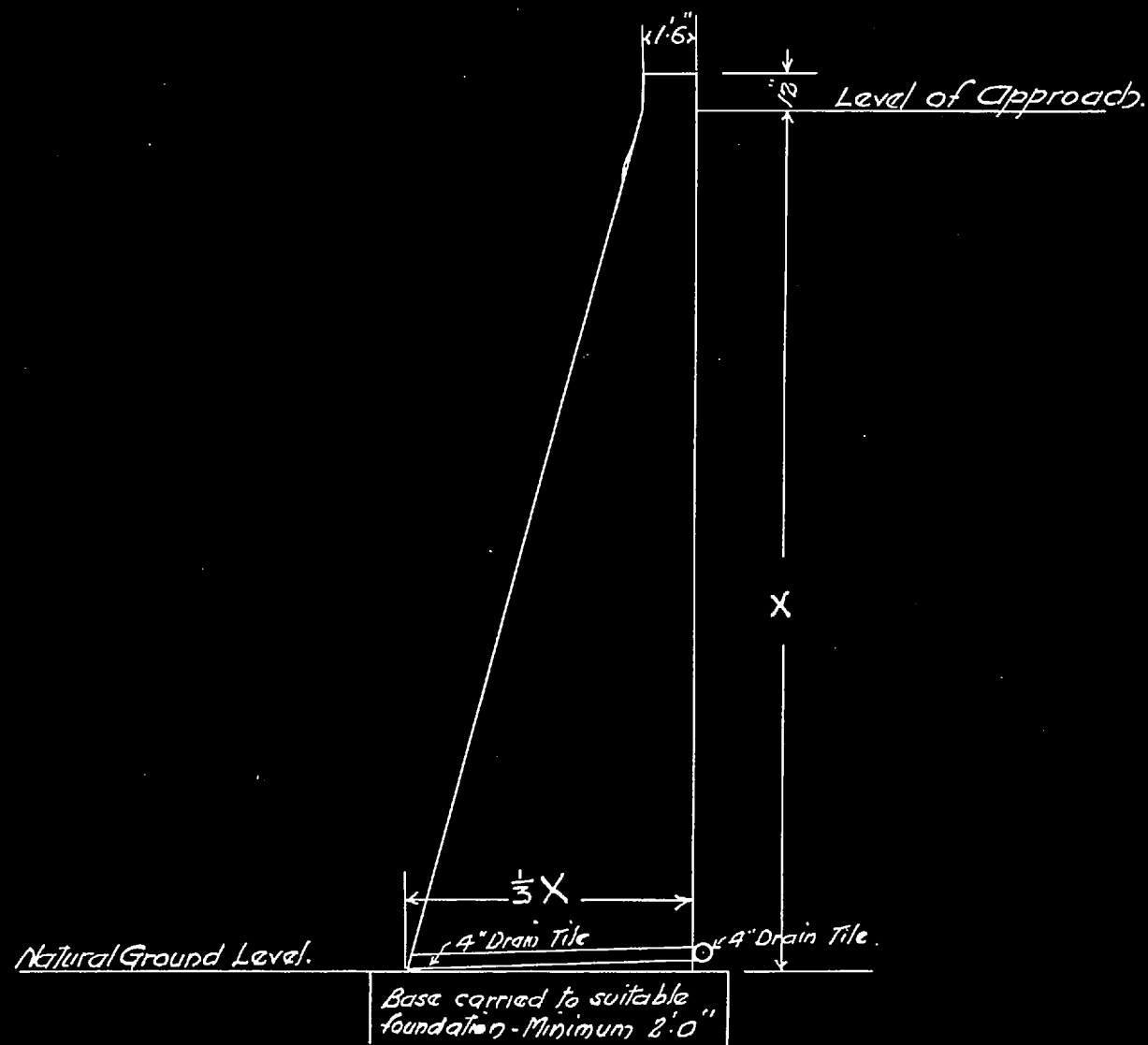
DRAIN TILES.

Drain tile shall be supplied and placed as directed by the Engineer, from time to time.

City of New Westminster.

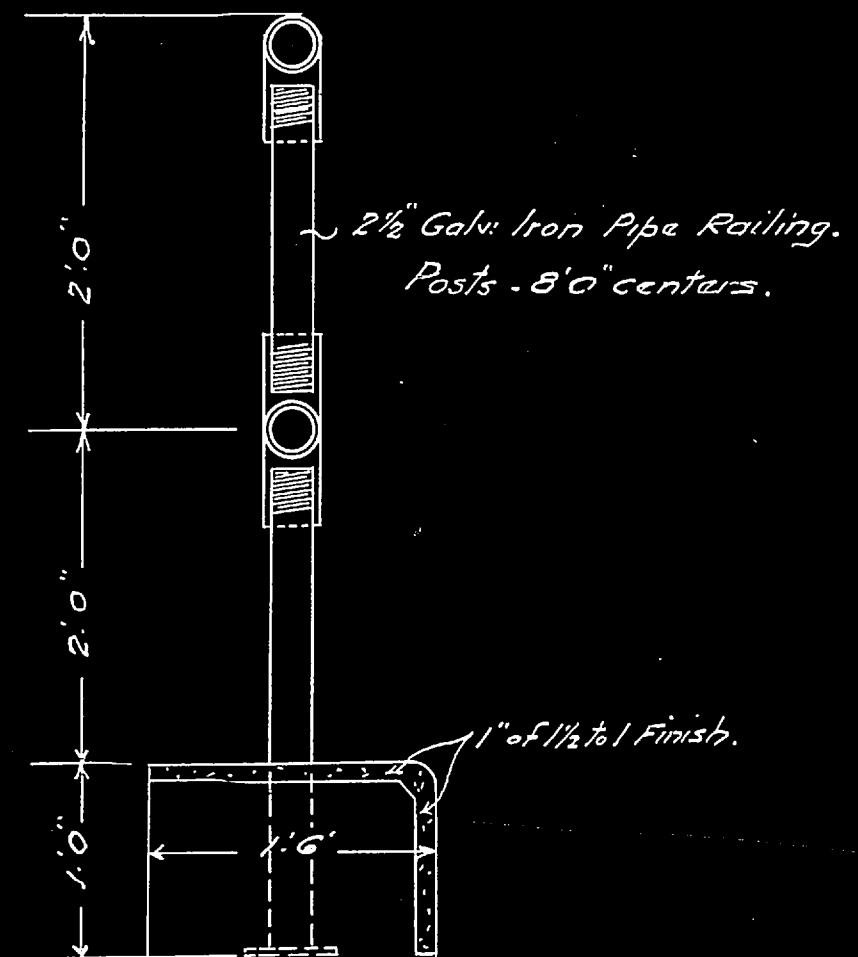
Fraser River Bridge Approach.

885



Typical Cross Section of Wall.

20' = 1"



Railing & Coping.

1" = 1'0"

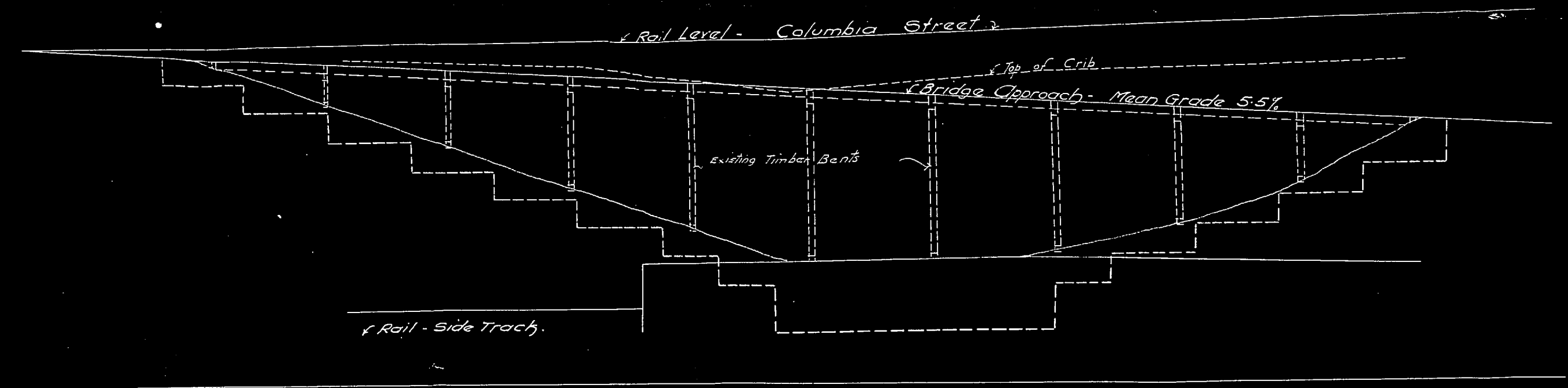
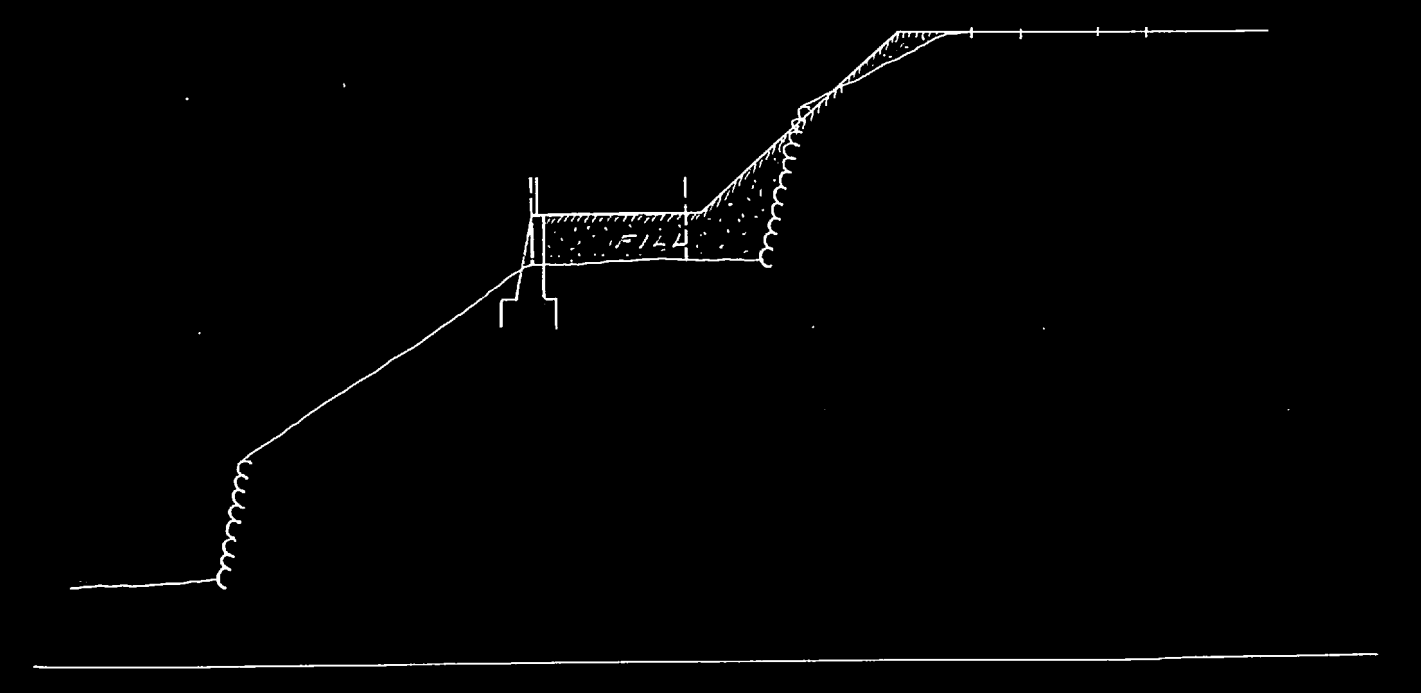
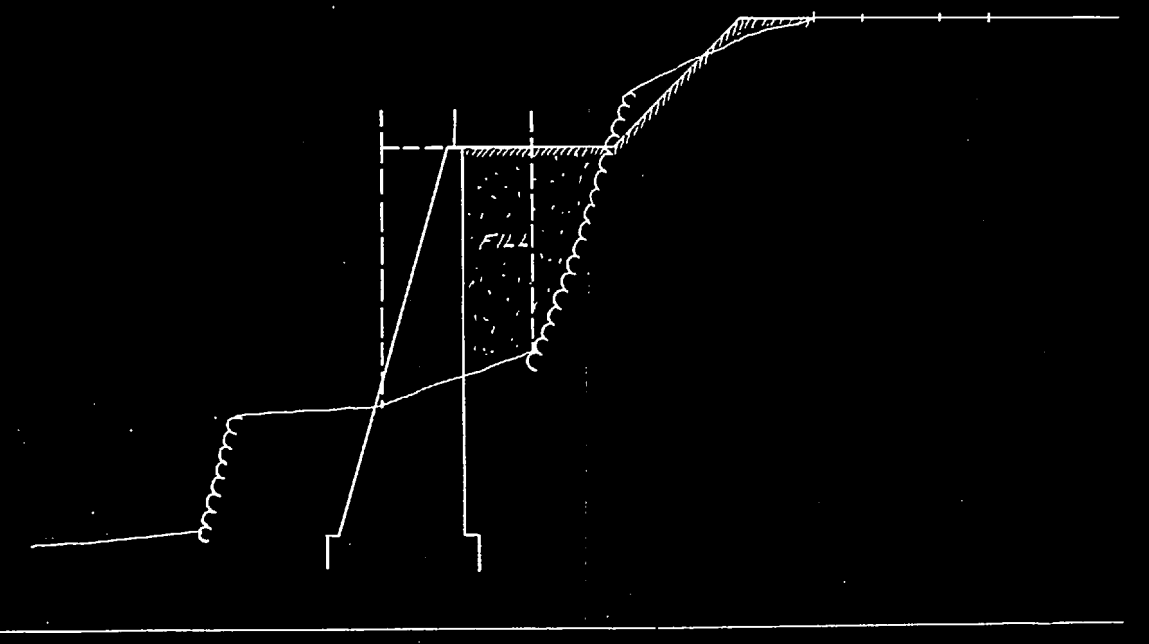
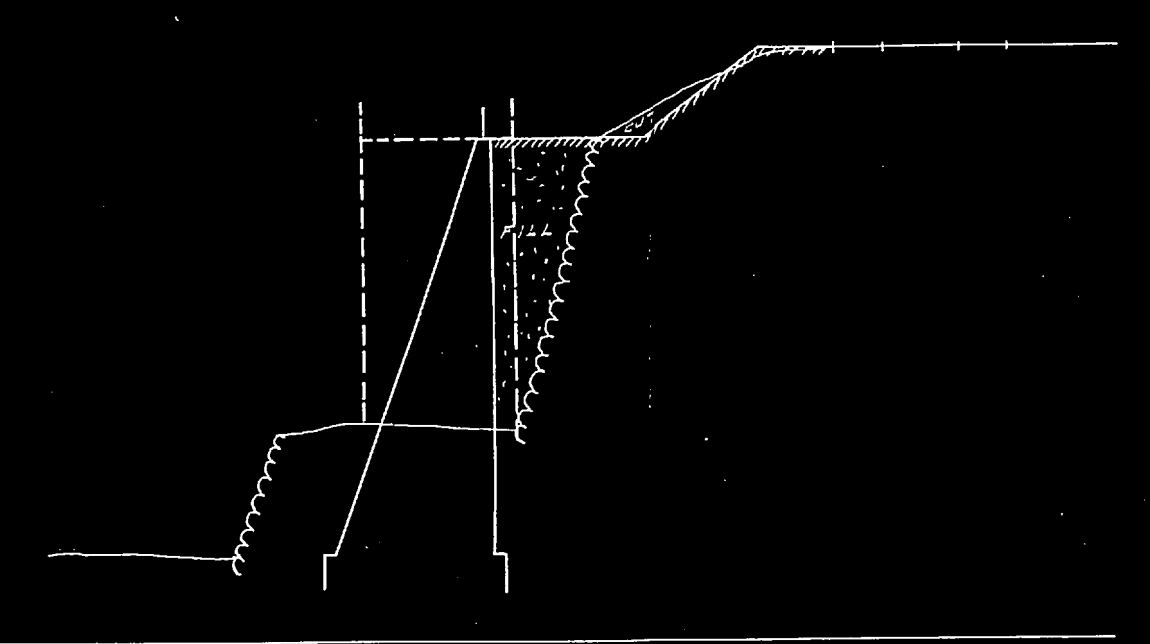
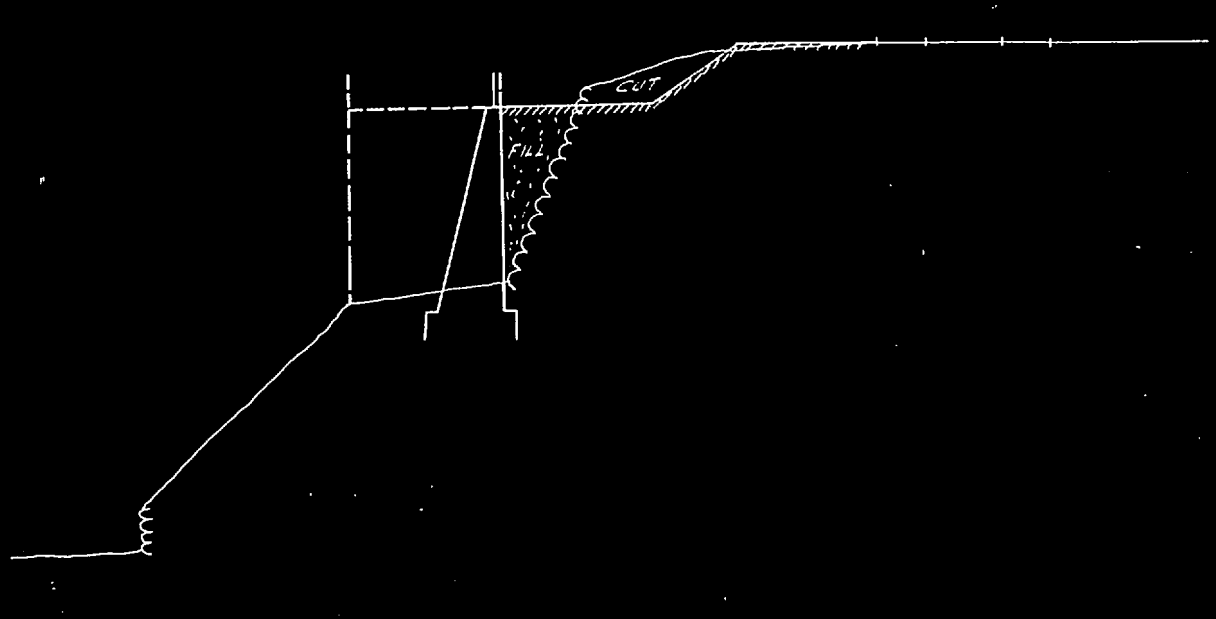
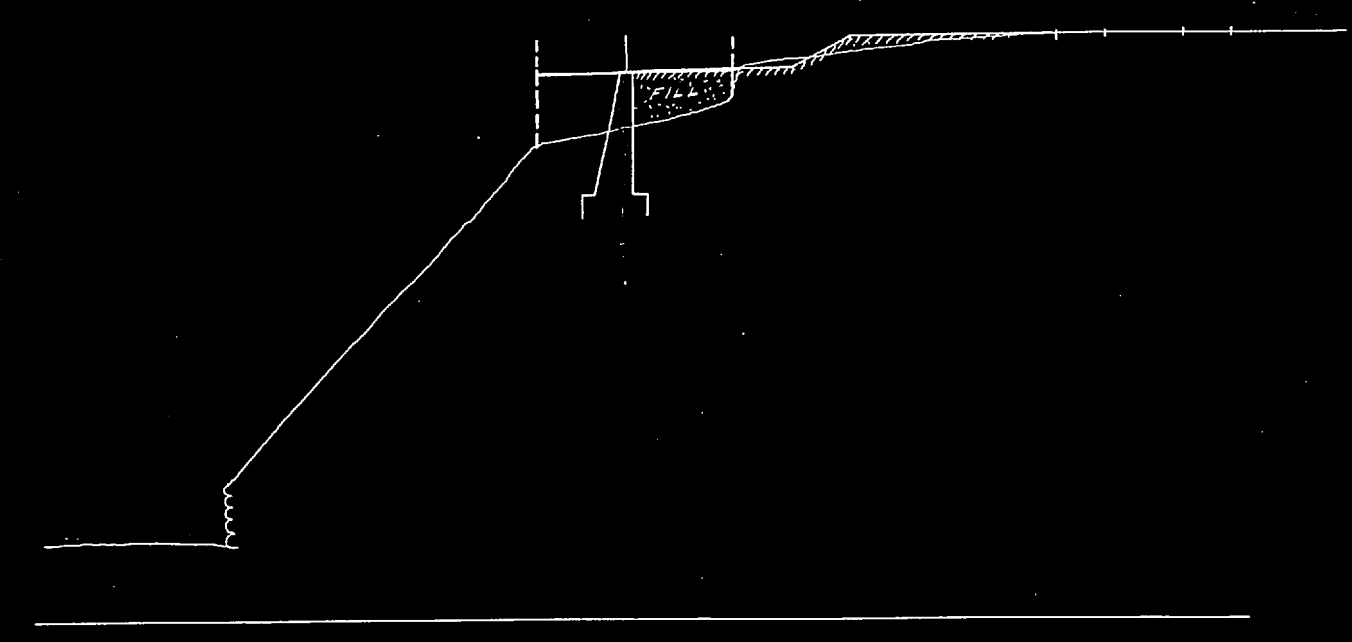
H. Stewardson
Engineer.

23. Nov. 17.

CITY OF NEW WESTMINSTER.

APPROACH TO FRASER RIVER BRIDGE

SCALE 20 FEET = 1 INCH.



H. Stewardson
Engineer

20th Nov: 1917.

Retaining Wall at Westminster.

Sir:

Your file 314. In reply to your letter of the 15th inst., I beg to advise you that I have not received the plans and specifications of the retaining wall to be built in New Westminster.

Will you kindly take the matter up direct with Mr. Stewardson, City Engineer, New Westminster.

Yours obediently,

Public Works Engineer.

H.L. Johnston, Esq.,
District Engineer,
Court House, Vancouver,

AEF/X

When replying refer to
District Office File No. 314

FILE No. 41623

Department File No.



THE GOVERNMENT OF
THE PROVINCE OF BRITISH COLUMBIA

PUBLIC WORKS DEPARTMENT
(DISTRICT ENGINEER'S OFFICE)

Vancouver B.C., Nov. 15th 1917



Retaining Wall at Westminster.

Sir:

NEW WESTMINSTER DIST.

About a month ago when in Westminster the City Engineer informed you that he would mail you plans, ⁱⁿ detail and specifications of the retaining wall to be built in New Westminster. I have a request from Assistant Engineer Pattison for a copy of the plans.

If you have received them, would you kindly loan them to me for a few days in order that I might have a tracing made and a copy of the specifications.

Yours obediently,

District Engineer.

A.E. Foreman, Esq.,

Public Works Engineer,

Victoria, B.C.

HLJ/McD.

74998

11th August, 1917.

New Westminster District.
Fraser River Bridge Approach.

Sir:

I wish to acknowledge the receipt
of your letter of the 9th inst., in which you accept,
on behalf of the City Council, the Government's offer
of \$8,000 towards the cost of the concrete retaining
wall and fill on Columbia Street, E.

Yours obediently,

Public Works Engineer.

T.J. Thomas, Esq.,
Asst. City Clerk,
New Westminster, B.C.

WKG/K

N. West

FILE No. 4623

City Clerk's Office



M. A. Duncan,
City Clerk



New Westminster, B. C., August 9th 1917

A. E. Foreman Esq.,

Public Works Engineer,

Victoria, B.C.

NEW WESTMINSTER DIST.

Dear Sir.-

re: Fraser River Bridge Approach.

I am instructed to advise that the City Council accepts the offer of \$8000 towards the cost of concrete retaining wall and fill on Columbia St. E. and also the offer to construct a suitable road service upon the fill after it is consolidated, contained in your letter of the 21st. ult.

The Engineer has been instructed to make all arrangements to have this work done as soon as possible;

s22

He will no doubt communicate with you on his return to the office.

Yours obediently,

J. J. Thomas

Asst. City Clerk.

72292

City Clerk's Office



FILE No. 4622

M. A. Duncan,
City Clerk



New Westminster, B. C., August 4th. 1917

A. E. Foreman Esq.,

Public Works Engineer,
Victoria, B.C.

NEW WESTMINSTER DIST.

Dear Sir.-

re: Fraser River Bridge Approach.

The City Council at its regular session held on the 2nd. inst., accepted the offer of the Government re above, contained in your letter of the 21st. ult., and the Engineer has been instructed to make all preparations so that the work can be started as soon as possible. The Engineer s22 but will communicate further on this matter with you on his return to the office.

Yours obediently,

72175
J. J. Thomas
Acty. City Clerk

City Clerk's Office

FILE No. 4623

W. A. Duncan,
City Clerk



New Westminster, B. C., July 23rd. 1917

A. E. Foreman Esq.,

Public Works Engineer,
Victoria, B.C.

NEW WESTMINSTER DIST.

Dear Sir.-

re: Fraser River Bridge Approach.

I beg to acknowledge receipt of your letter of the 21st. inst., re the above, and will place same before the City Council at its next meeting, which will be held on the 2nd. prox.

Yours very truly,

A handwritten signature in cursive script, likely of W. A. Duncan.

Actg. City Clerk.

71854

4625

REFERENCE NO.



THE GOVERNMENT OF
THE PROVINCE OF BRITISH COLUMBIA

FILE No. 4625

PUBLIC WORKS DEPARTMENT
(OFFICE OF PUBLIC WORKS ENGINEER)

VICTORIA 14th July, 1917



New Westminster District.

NEW WESTMINSTER DIST.

Memo. for the Hon. Minister of Public Works.

In connection with the Fraser River Bridge approach I am in receipt of a report from Mr. Johnston and a letter from Mr. Stewardson, City Engineer, New Westminster.

The estimated annual cost of maintenance and depreciation of the present trestle is \$715, - this sum according to Mr. Stewardson, ~~would~~ be the interest at 5% on a capital sum of \$14,500, and his estimated cost of the structure and fill - not including the construction of a road on the fill - is \$16,460. He, however, does not allow for the construction, maintenance and renewing of this road, - this, I have estimated will cost about \$235 per annum. The difference between \$715 and \$235 amounts to \$480, which capitalized at 5% equals \$9,600.

The total cost of the retaining wall, fill and road will be approximately \$17,000, and considering that the work will be of mutual benefit to the Government and the City, I think that we should only bear half the cost - viz:- \$8,500.

71828

Hon. Dr. King,

-2-

I would recommend that the Government grants the sum of \$8,000 towards the cost of this work and agrees to construct the road after the fill has settled. As the present condition of the crib is dangerous I would suggest that this matter be decided at once, also that the work be carried out by the City Engineering staff under the supervision of this Department.

A. E. Foreman

Public Works Engineer.

AEF/K.

*OK
J.H.H.*

4623.

24th July, 1917.

New Westminster District.

Sir:-

Re Fraser River Bridge Approach:

Attached is a copy of a letter to the City Clerk, New Westminster, with reference to the above approach.

Yours obediently,

Public Works Engineer.

H. L. Johnston, Esq.,

District Engineer,

Court House, Vancouver, B. C.

AEF/ME.

Encl.

4623.

21st July, 1917.

New Westminster District,

Sir:-

Re Fraser River Bridge Approach:-

I am in receipt of a letter from Mr. Stewardson, City Engineer, with reference to the cost of a concrete retaining wall and fill and in connection with the same I am instructed to advise you that the Government is prepared to pay the sum of \$8,000.00 towards the cost of this work carried out in accordance with plan and estimate as prepared by your Engineer, and ^{also} to construct a suitable road service upon the fill after it is consolidated.

It would be necessary to carry this work out under the supervision and to the satisfaction of this Department and to submit certified copies of all expenditures in connection with the same. Would you kindly advise me when you propose commencing the work.

Yours obediently,

Public Works Engineer.

The City Clerk,

New Westminster, B. C.

AMP/MB

14th July, 1917

New Westminster District.

Sir:

Adverting to my letter of the 11th inst., regarding the Fraser River Bridge approach, - I am now in receipt of a report from Mr. Johnston and the matter is receiving the consideration of the Department.

I hope to be able to advise you in the course of a few days what the Government is prepared to do towards bearing a proportion of the cost of this work.

Yours obediently,

Public Works Engineer.

H. Stewardson, Esq.,

City Engineer,

New Westminster, B.C.

AEP/K

14th July, 1917

New Westminster District.

Memo. for the Hon. Minister of Public Works.

In connection with the Fraser River Bridge approach I am in receipt of a report from Mr. Johnston and a letter from Mr. Stewardson, City Engineer, New Westminster.

The estimated annual cost of maintenance and depreciation of the present trestle is \$715, - this sum according to Mr. Stewardson, should be the interest at 5% on a capital sum of \$14,300, and his estimated cost of the structure and fill - not including the construction of a road on the fill - is \$16,460. He, however, does not allow for the construction, maintenance and renewing of this road, - this, I have estimated will cost about \$235 per annum. The difference between \$715 and \$235 amounts to \$480, which capitalized at 5% equals \$9,600.

The total cost of the retaining wall, fill and road will be approximately \$17,000, and considering that the work will be of mutual benefit to the Government and the City, I think that we should only bear half the cost - viz:- \$8,500.

(8500⁰⁰)

Hon. Dr. King,

-2-

I would recommend that the Government grants the sum of \$8,000 towards the cost of this work and agrees to construct the road after the fill has settled. As the present condition of the crib is dangerous I would suggest that this matter be decided at once, also that the work be carried out by the City Engineering staff under the supervision of this Department.

Public Works Engineer.

AEF/E.

11th July, 1917

New Westminster District.

Sir:

I have to acknowledge your letter of the 6th inst., in connection with the Fraser River Bridge approach and note that your estimate does not include the cost of surfacing for the road way for the proposed fill.

I am awaiting further information from s22 to the cost of maintenance of the proposed trestle and upon receipt of same will be prepared to go into the question of what amount the Government is willing to pay towards the cost of this work.

Yours obediently,

Public Works Engineer.

H. Stewardson, Esq.,

City Engineer,

New Westminster, B.C.

AEF/K

Ames Cys from Bush 715.00

" " new R-200 -

Railway $\frac{35.00}{235.00 - 235.00}$
 Savings 480.00

Capital at 5% = 9600.00

Estimated Cost 16460.00

Road 600
 17000 -
 8500

~~8000~~
 8000 in fill

Pay 1/2 for mile 26.00

water and macadam 1.10 per yard
 Cost of Road 18' wide x 220' long $18 \times 220 = 3960$
 = \$600.00

1000 6000

Maintenance 1000 per mile 27.00
 = \$50 per annum 1050

Asphaltic Concrete @ 2.00 p. sqd. 145.8
 = 1200

Maintenance @ 12 p. sqd per annum
 = 1100 per annum

W.B. Macade

Cost 600⁰⁰ life 5 yrs
with 75⁰⁰ per yr. maint.

Rentals =	175 ⁰⁰ per yr
Maintenance	75
	250

Asphalt Paving

Cost 1200 life 10 yrs
Maintenance = 120⁰⁰ per yr
Mau's

	11
	131



THE GOVERNMENT OF
THE PROVINCE OF BRITISH COLUMBIA

PUBLIC WORKS DEPARTMENT
OFFICE OF THE DISTRICT ENGINEER,
COURT-HOUSE, VANCOUVER, B.C.

July 9th 1917



New Westminster District.

PUBLIC WORKS ENGINEER

JUL 13 1917

NEW WESTMINSTER DIST.
VICTORIA, B. C.

Sir:

In reply to your letter of April 23rd, I have received the following letter from Government Agent Campbell of New Westminster under date 7th May, 1917 as follows:-

"Regarding your enquiry as to the cost of building and maintaining the trestle on the East highway approach at the north end of the Westminster Bridge I have to say that prior to 1914 no detailed cost of expenditure appears to have been kept. So far as I am able to make out this trestle was built about 1903. The deck planking was renewed twice between that time and 1913, in which year the structure was rebuilt. The deck was again replanked in 1916.

The estimate for renewing the trestle in 1913 was \$4200.00. We may therefore assume that the original cost was about the same. The replanking in 1913 cost \$673.73. I would therefore make an approximate estimate as to the total cost of this structure as \$10,425.00. This is worked out by placing the original cost at \$4200.00, the renewal in 1913 at \$4200.00 and replanking three times at a cost of \$675.00 each time."

also letter from City Engineer, Stewardson as follows:-
under date May 2nd addressed to the Chairman of the Board of Works with a cost statement of annual depreciation as shown by Mr. Stewardson of \$715.00 per year:-

"I beg to report that on the afternoon of the 30th April, I met Mr. H. L. Johnston, District Engineer, Provincial Government, who had been instructed to report on our scheme for constructing a permanent
A. E. Foreman, Esq.,

Public Works Engineer
Victoria, B. C.

71434



THE GOVERNMENT OF
THE PROVINCE OF BRITISH COLUMBIA

PUBLIC WORKS DEPARTMENT
OFFICE OF THE DISTRICT ENGINEER,
COURT-HOUSE, VANCOUVER, B.C.,

July 9th 1917

A.E.F. 2.

approach to the Fraser River Bridge.

Mr. Johnston went very thoroughly into the scheme and expressed his approval of the plan as proposed.

He gave the impression that his recommendation in respect to the proportion of the cost to be borne by the Provincial Government would be governed by the annual maintenance charges on the present structure.

The necessary information regarding these charges is being compiled by Mr. Campbell, Government Agent.

As there are several items of expenditure which Mr. Campbell will not readily be able to estimate, I have compiled what I consider to be a conservative estimate of the sum which should be provided annually for the maintenance of the present structure.

The estimate is shown in detail on the attached sheet.

The various amounts aggregate \$715.00, which sum represents the interest at 5% on a capital sum of \$14,300. or only \$2160. less than our estimate for providing a permanent structure which will not require maintenance and which will be more in harmony with the adjoining bridge wall and abutments than is the present timber trestle."

ESTIMATE.

Timber Crib carrying Trestle bents. Estimated life 10 years. Estimated cost \$1000. Annual depreciation	100.00
Timber Trestle Approach. Estimated life 10 years. Estimated cost \$4000. Annual depreciation	400.00
Re-decking Trestle Approach. Estimated life 2 years. Estimated cost \$312. Annual depreciation	156.00
Removing cribs to bents. Estimated life 10 yrs. Estimated cost \$240. Annual depreciation	24.00
Painting Protection Fence. Estimated life 4 yrs. Estimated cost \$140. Annual depreciation	35.00
Total annual depreciation	\$715.00

The estimate of \$16,460.00 does not



THE GOVERNMENT OF
THE PROVINCE OF BRITISH COLUMBIA

PUBLIC WORKS DEPARTMENT
OFFICE OF THE DISTRICT ENGINEER,
COURT-HOUSE, VANCOUVER, B.C.

July 9th 1917

A.E.F. 3.

include the replacing of the street, which would cost about \$1000. additional.

The old retaining crib is a source of danger and has started to collapse. When this goes entirely, it will carry the Government bridge with it.

Mr. Stewardson's estimate of the yearly cost to the Government of \$715.00 is reasonable. I note that Government Agent Campbell's statement amounts to \$730.00 per year.

I am sending a plan of the proposed retaining wall under separate cover.

Yours obediently,

H. L. Johnston
District Engineer.

A.E. Foreman, Esq.,

Public Works Engineer,

Victoria, B.C.

HLJ/McD.



ALL COMMUNICATIONS TO BE ADDRESSED TO THE CITY ENGINEER

THE CITY OF NEW WESTMINSTER

JOHN W. B. BLACKMAN

CITY ENGINEER

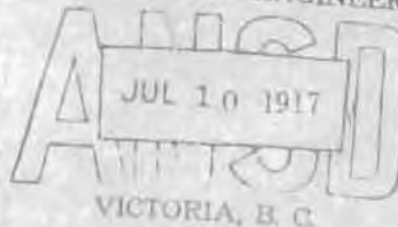


CITY HALL,

NEW WESTMINSTER, B. C. July 6th

1917

PUBLIC WORKS ENGINEER



A.E. Foreman Esq.,

Public Works Engineer.

Parliament Buildings.

Victoria.

NEW WESTMINSTER DIST

Dear Sir;-

FRASER RIVER BRIDGE APPROACH.

His Worship, Mayor Gray, advises me that you have not been supplied with a copy of my detailed estimate of the cost of the proposed alterations to the bridge approach.

When your Assistant, Mr Johnston, accompanied me to the site I supplied him with this data, anticipating that it would reach you with his report, however I now enclose the information required.

I have not included any cost for macadamizing because I do not think that it would be advisable to rock the road until the new fill has had a chance to become thoroughly compacted, probably about twelve months.

In the meantime I had intended to use the planking from the present trestle and this cost is included by the item "temporary provision for traffic".

Yours faithfully,

71376

A. Stevenson

City Engineer.

CITY OF NEW WESTMINSTER.

Proposed alterations to the Approach to the Fraser River Bridge.

Estimate of cost.

1078 cubic yards Excavation to foundations.	80¢--	942.40
181 " " Concrete in foundations.	7.00 --	1262.00
1229 " " " " Wall.	8.00 --	9832.00
265 lin. feet G.I. Protection Railing & Erecting.	1.00 --	265.00
1265 cubic yards Fill (borrow)	1.00 --	1265.00
Allow for Tile Drains & temporary provision for traffic.		1000.00
		14566.00
Allow for Engineering & Contingencies.	10%	1456.64
Allow for Supervision.	3%	436.99
		16460.03.

4623

6th July, 1917

New Westminster District.

Sir:

In connection with the retaining wall at approach to the Fraser River Bridge, would you kindly let me have a reply to my letter of 23rd April, at your early convenience.

Yours obediently,

Public Works Engineer.

H.L. Johnston, Esq.,
District Engineer,
Court House, Vancouver,

ABF/X

23rd April, 1917

New Westminster District.

Sir:

Some little time ago the Department was asked to look into the question of a retaining wall along some property the Government leased from the City of New Westminster, near Columbia Avenue.

I am enclosing a copy of a letter from Mr. Stewardson, City Engineer, and you can obtain from him a blue print shewing the retaining wall he suggests should be built. So far as the Government is concerned we may be justified in paying towards the cost of this wall an amount, the interest and sinking fund on which would equal the difference between the cost of maintaining the present trestle and the cost of maintaining the road constructed on the fill.

If Mr. Stewardson's estimate of \$16,460 covers the retaining wall and fill only and it will be necessary to construct a road on the fill suitable for the traffic, - we would have to take the cost of this into consideration as well. Would you kindly see Mr. Stewardson when in New Westminster and report on same.

H.L. Johnston, Esq.,

District Engineer,

Court House, Vancouver,

The Government has a 99 year's lease on the property in question and that lease states that the City has a right "to carry the present drains from the streets of the City as well as any drain or drains which it or they may in the future consider necessary or convenient in connection with the streets of the City through the city lands hereby leased and demised."

Also that if the City finds it "necessary to excavate, fill or otherwise alter the surface of the said lands, the highway adjoining same shall not be encroached upon."

This trestle is part of the approach to the bridge and comes under the Railway Department, but I can find no record in that office covering the annual cost of maintenance. They suggest that Mr. Campbell, Government Agent, New Westminster, would be able to give you information about this.

Yours obediently,

Public Works Engineer.

ABP/X

Encls.

23rd April, 1917

New Westminster District.

Sir:

I beg to acknowledge the receipt of your letter of the 17th instant, enclosing blue print with reference to a gravity concrete wall, and in reply beg to say it has been referred to Mr. H.L. Johnston, District Engineer, for report. He will call and see you when next in New Westminster.

Yours obediently,

Public Works Engineer.

H.J. Stewardson, Esq.,

City Engineer,

New Westminster, B.C.

ABF/K



JOHN W. B. BLACKMAN
M. CAN. SOC. C. E.
CITY ENGINEER

ALL COMMUNICATIONS TO BE ADDRESSED TO THE CITY ENGINEER

THE CITY OF NEW WESTMINSTER



FILE No. 4623

TEL. 659

NEW WESTMINSTER, B. C. April 17th 1917

Hon. Dr. King,

Minister of Public Works,

Victoria, B.C.

NEW WESTMINSTER DIST.

Sir.-

I am instructed by the City Council to forward to you the enclosed plan of a portion of the Approach to the Fraser River Bridge at New Westminster.

You will, no doubt, remember that His Worship the Mayor when in Victoria a few weeks ago spoke to you of the danger to the safety of the approach which exists owing to the worn out condition of an old log crib at this place, and you kindly consented to discuss the matter further when your Engineer had had an opportunity of familiarizing himself with the requirements, for which purpose this plan has been prepared.

The portion of the Approach affected consists of a timber trestle, with bents of 12" x 12", sills, posts and caps at 22' centres, and having a maximum height of 30 feet; the length of the trestle is approximately 250 feet.

The scheme, as outlined, on the enclosed drawing is to build a permanent approach by constructing a concrete retaining wall and filling in between the crib and the wall with material available adjoining the site.

69074

J. W. B. BLACKMAN
M. CAN. SOC. C. E.
CITY ENGINEER

CONTINUATION PAGE

No. 2

April 17 1917

I estimate that it will cost \$16,460.00 to carry out this work.

The Mayor and Ald. Jardine will be in Victoria on Thursday and Friday of this week and will take the matter up further with you at that time.

I have the honour to be,

Sir,

Your obedient servant,

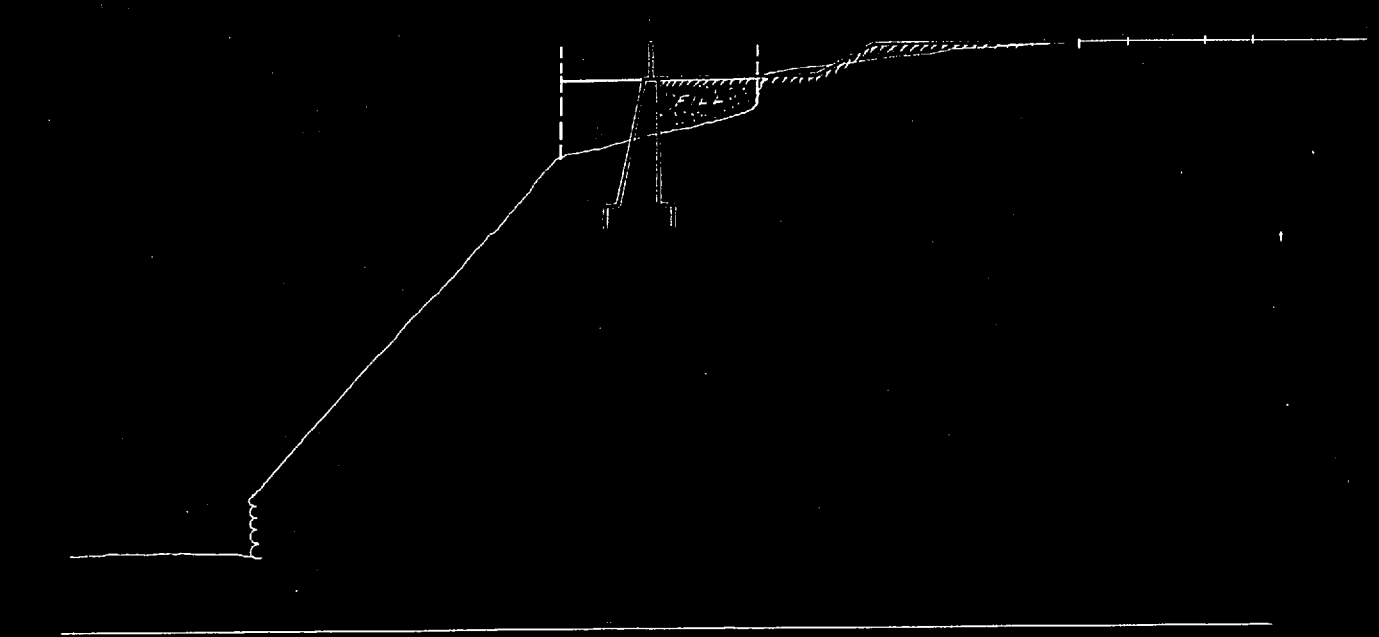


City Engineer.

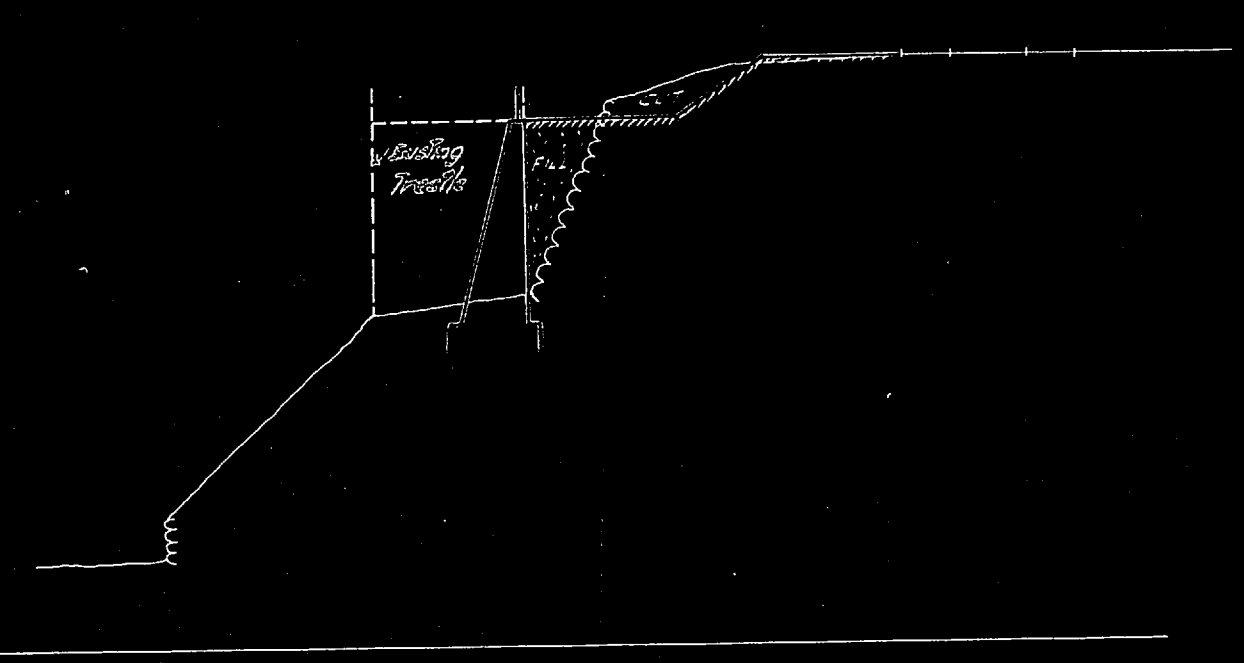
CITY OF NEW WESTMINSTER.

APPROACH TO FRASER RIVER BRIDGE

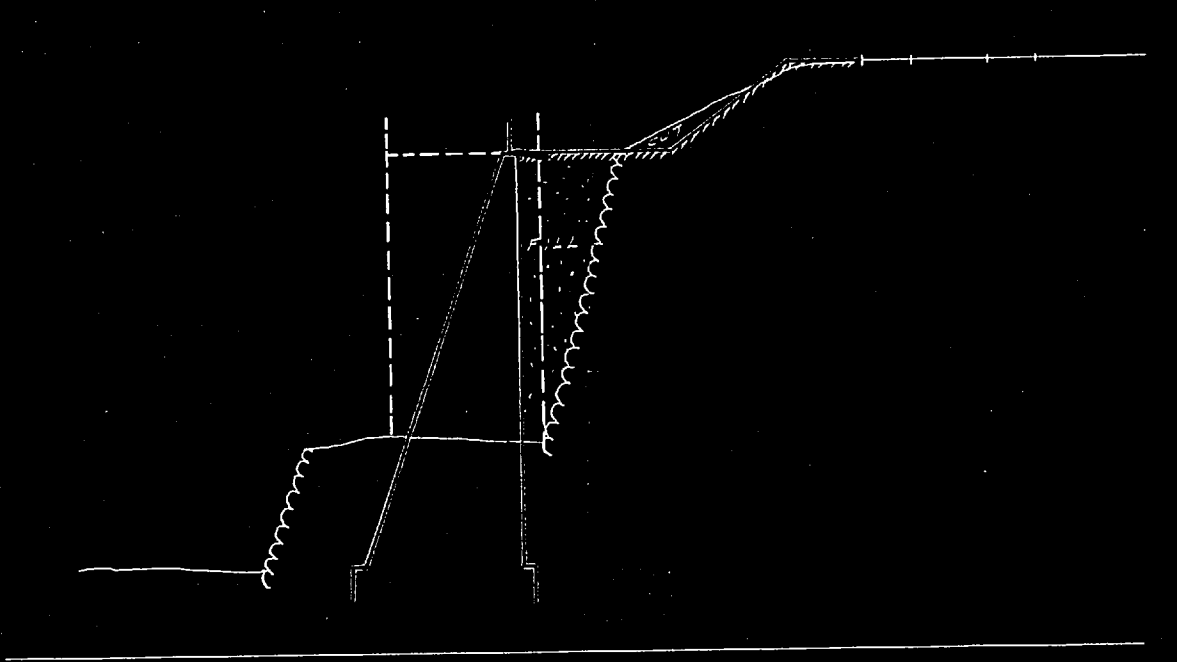
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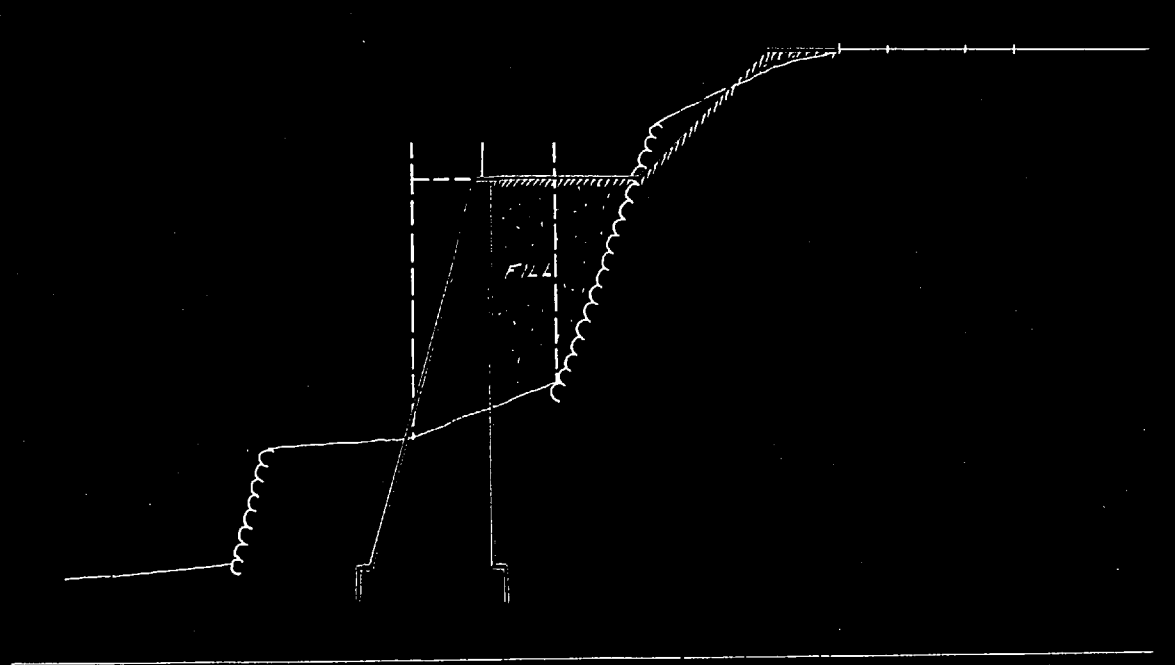
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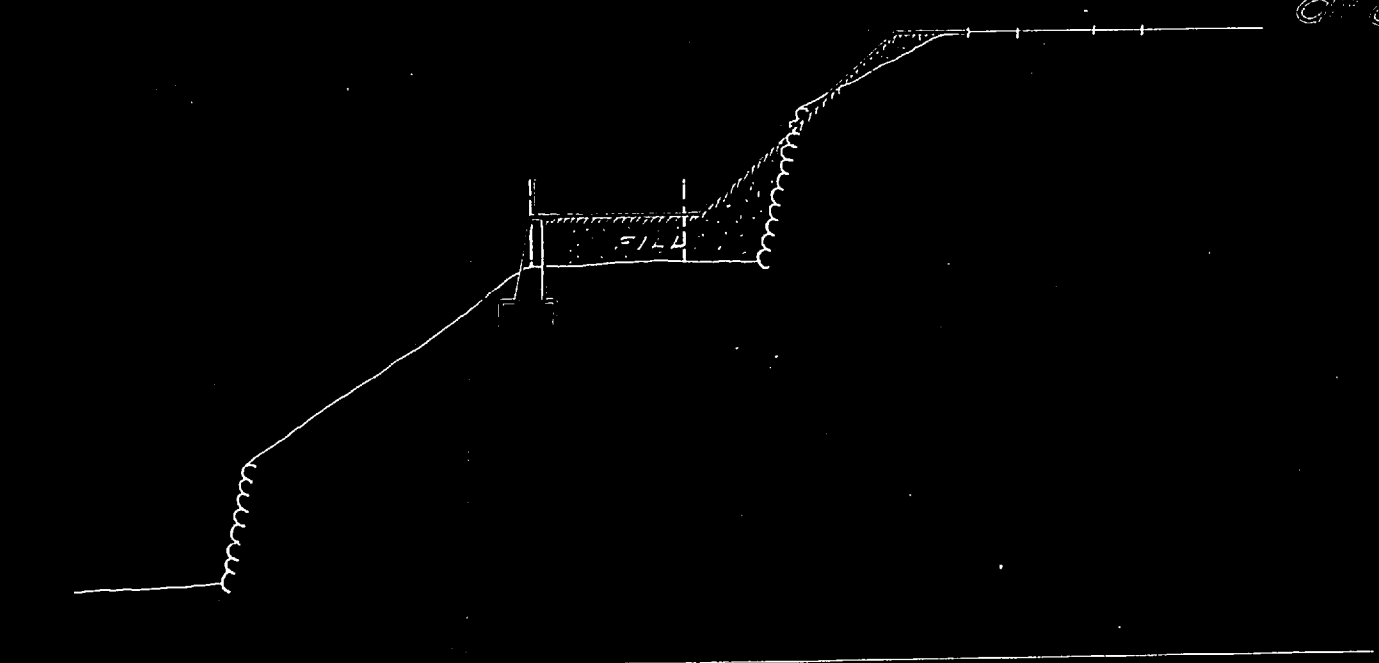
CS. 2.



CS. 3.



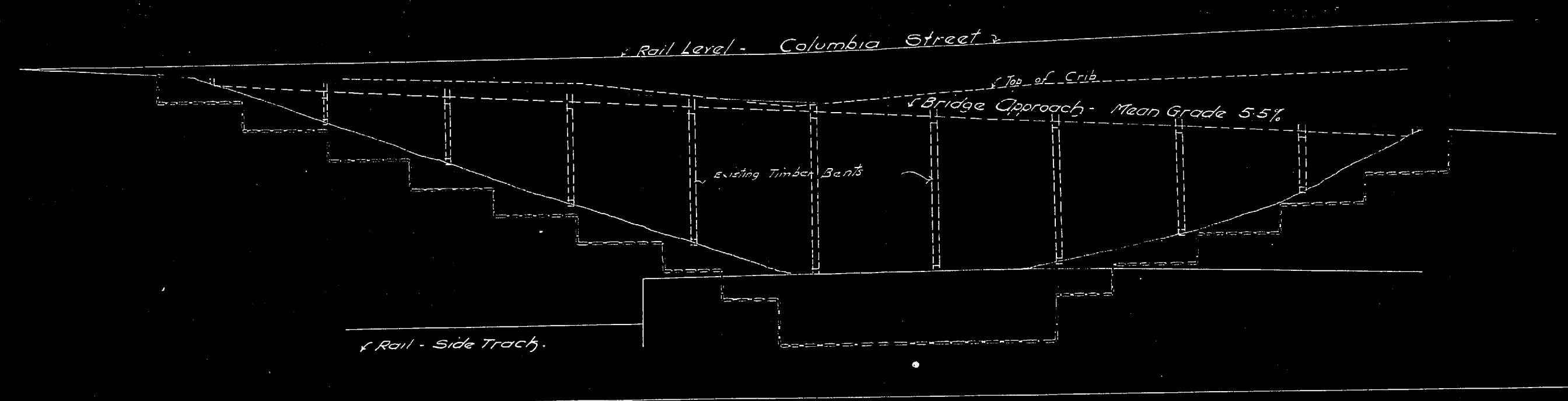
CS. 4.



CS. 5.



PLAN.



ELEVATION.

Retaining Wall to be constructed
on existing ground surface
of 100 feet
Original to be 100 feet

H. S. Edwards
Engineer



FILE No. 1233

Victoria, B. C.,
Dec. 2nd 1912.

Delta District,
Approach to Westminster Bridge.

R. S. & B.
DELTA DIST.

Sir:

In reply to your memo of ^{November} ~~September~~ 23rd I have the honor to make the following report.

I have had pointed out to me by Mr. Sprott, the proposed change in the approach to this bridge. I cannot see any necessity for making this change, in the meantime; however, as apparently, from Mr. Gamble's letter No. 6137 of 26th August, this change involves part of the work under his supervision and this matter should be referred to him.

I have the honor to be sir,

Your obedient servant,

J. P. Hopkin
Assistant Engineer.

J. E. Griffith Esq.,
Public Works Engineer,
Victoria, B. C.

10357

1233

November
~~September~~ 23, 1912.

Memo. for Mr. Napier.

Referring to the attached blue print, kindly
look into the question of proposed change of road at the
South end approach of the New Westminster Bridge.

Public Works Engineer.

JEG/MR.

Enclosure.

1233.

Sept. 9th. 1912.

Delta District.

Sir:-

In reference to your letter of the 6th ult., in connection with the approach to the Westminster Bridge at the South Side, I may inform you that the portion of the road to the South of the under-crossing of the track approach to the bridge is under the care of Mr. Sprott and that from the under-crossing above mentioned to the level crossing of the B. C. Electric Railway, Columbia Street, is considered "Bridge".

Yours obediently,

Public Works Engineer.

S. A. Fletcher, Esq.,

Government Agent,

New Westminster, B. C.

AH/FC.

F. C. GAMBLE,
CHIEF ENGINEER.

IN REPLYING, WRITE ONLY ON ONE SIDE OF THE PAPER.
REFER TO ONLY ONE SUBJECT OR TO ONE WORK IN A LETTER.

REFERENCE NO. 478/12

File No. 1.D.



THE GOVERNMENT OF
THE PROVINCE OF BRITISH COLUMBIA

PHONES: Chief Engineer, 2145 B. O. Drawer, 728
General Office, 2070.

FILE NO. 1233

DEPARTMENT OF RAILWAYS, B. C.,

Office of the Chief Engineer, 412 Pemberton Building, Fort Street,

VICTORIA 26th August, 1912

Bridge, Westminster.
Repairs & Renewals.

R. S. & B.
DELTA DIST.



Sir:

With reference to your letter of the 21st inst. regarding the south approach to the above bridge, I have to inform you that the portion of the road to the south of the under crossing of the track approach to the bridge is under the care of the Department of Public Works. From the under crossing just above mentioned to the level crossing of the B.C. Electric Railway Columbia Street, New Westminster, may be considered "Bridge".

Yours obediently,

F. C. Gamble
per.

Chf. Eng'r.

J.E. Griffiths, Esq.,
Public Works Engineer,
Victoria, B.C.

6137

1233.

August 21, 1912.

Delta District.

Sir:-

Will you kindly let me know if Mr. Sprott is right in his contention regarding the portion of the approach referred to in the enclosed correspondence.

Yours obediently,

Public Works Engineer.

F.C. Gamble, Esq.,
Chief Engineer of Railways,
Pemberton Building,
Victoria, B.C.

AR/AP.

Encl.



FILE No. 1233

GOVERNMENT AGENT'S OFFICE,

New Westminster, B. C.

August 6, 1912.

R. S. & B.

~~DELTA DIST.~~
R. S. & B.

DELTA DIST.

Sir:-

I enclose herewith letter from Mr. Blackburn, City Engineer, asking that the road to the bridge approach on the south side of the river be repaired. Several other persons have spoken to me about the same matter. The road is very rough and certainly needs repairing. I spoke to Mr. Sprott the Road Superintendent about it, but he does not think it comes under his jurisdiction being part of the bridge approach, and the bridge Superintendent tells me he has nothing to do with the road beyond the planking. I shall be glad if you will have the matter looked into.

I have the honour to be,

Sir,

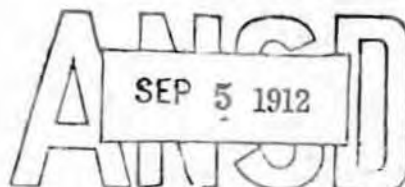
Your obedient servant.

W. H. H. H.
Govt. Agent.
PUBLIC WORK ENGINEER

delta
J. E. Griffith, Esq.,
Public Works Engineer,

Victoria, B. C.

VICTORIA, B. C.



Encls.

5259

JOHN W. B. BLACKMAN
A. S. CAN. SOC. C. E., ETC.
CITY ENGINEER



TEL 659

THE CITY OF NEW WESTMINSTER

OFFICE OF CITY ENGINEER

NEW WESTMINSTER, B.C., July 29/12 191

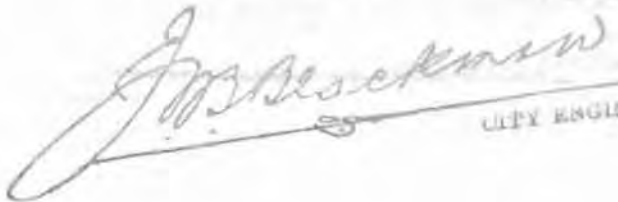
S. Fletcher Esq.,

Dom. Govt. Agent, CITY..

Dear Sir:-

At a Meeting of the Board of Works last week, I was instructed to ask you to use your influence to get the road to the Bridge approach on the South side of the river fixed up, as it is in bad shape at present.

Yours truly,


CITY ENGINEER

FILE No. 1233

Delta Out.

Road, South Side of
New Westminster
Bridge

Plan A-2-28

THE GOVERNMENT OF THE PROVINCE OF BRITISH COLUMBIA

THE COMPTROLLER-GENERAL

PLEASE ADDRESS
ALL COMMUNICATIONS
TO THE
COMPTROLLER-GENERAL

VICTORIA

RECEIVED
PROV. PUBLIC WORKS DEPT.
VICTORIA, B. C.

7th June, 1943

JUN 8 - 1943

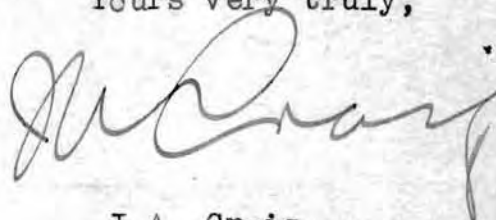
ANSWERED.....
NOTED.....
DATE.....

Deputy Minister of Public Works,
Parliament Buildings.

Dear Sir:

I enclose duplicate of Special Warrant
No. 7, dated 4th June and approved 5th June, 1943,
to provide for compensation to ^{s22} for
financial loss sustained by non-renewal of his lease.

Yours very truly,



J.A. Craig,
Comptroller-General

/KB
Encl.

C.A.

611691

Issuance of Warrant approved 5th June, 19 43

"W. C. Woodward"

Lieutenant-Governor.

Advised by Duplicate 7th June, 19 43

GOVERNMENT OF BRITISH COLUMBIA.

Date 4th June, 19 43

No. 7 Audit Office Warrant Book.

Special Warrant granting authority to the Minister of Finance
to expend the sum of \$ 3,350.00 during the fiscal year ending 31st March, 19 44

Department of	Public Works	Amount required.
SUMMARY OF EXPENDITURE TO BE MADE.		
To provide for compensation to s22 for financial loss sustained by non-renewal of his lease.		3,350.00
Order-in-Council #804 Approved 5th June, 1943		
(See also Order-in-Council #524, approved 10th April, 1943, for more details)		
Three Thousand Three Hundred and Fifty..... TOTAL \$		3,350.00

Signature "Geo. S. Pearson"

Acting Minister of Public Works

COPY OF MINUTE
APPROVED
 JUN 5 1943

4623

RECEIVED
 PROV. PUBLIC WORKS DEPT.,
 VICTORIA, B. C.

JUN 8 - 1943

ANSWERED.....
 NOTED.....
 DATE.....

report

THAT by Order-in-Council No. 524, approved the 10th day of April 1943, the Minister of Public Works was authorized to pay to s22, without prejudice, the sum of Three Thousand Three Hundred Fifty Dollars (\$3,350.00);

THAT the expenditure is urgently and immediately needed for the public good;

THAT there is no legislative authority for the said expenditure;

AND TO RECOMMEND that pursuant to section 24 (3) of the "Audit Act", R.S.B.C. 1924, a Special Warrant do issue in the sum of Three Thousand Three Hundred Fifty Dollars (\$3,350.00), to provide for the payment of the aforesaid sum of Three Thousand Three Hundred Fifty Dollars (\$3,350.00); the said sum to be paid to s22

Dated at Victoria this 4th day of June A.D. 1943.

"Geo. S. Pearson"

Acting Minister of Public Works.

"John Hart"

Minister of Finance.

Approved at Victoria this 4th day of June A.D. 1943.

"John Hart"

Presiding Member of the Executive Council.

611682

COPY OF MINUTE
APPROVED
 JUN 5 1943

4623

RECEIVED
 PROV. PUBLIC WORKS DEPT.
 VICTORIA, B. C.

JUN 7 - 1943

ANSWERED.....
 NOTED.....
 DATE.....

report:

THAT by Order-in-Council No. 524, approved the 10th day of April 1943, the Minister of Public Works was authorized to pay to ^{s22} without prejudice, the sum of Three Thousand Three Hundred Fifty Dollars (\$3,350.00);

THAT the expenditure is urgently and immediately needed for the public good;

THAT there is no legislative authority for the said expenditure;

AND TO RECOMMEND that pursuant to section 24 (3) of the "Audit Act", R.S.B.C. 1924, a Special Warrant do issue in the sum of Three Thousand Three Hundred Fifty Dollars (\$3,350.00), to provide for the payment of the aforesaid sum of Three Thousand Three Hundred Fifty Dollars (\$3,350.00); the said sum to be paid to ^{s22}

Dated at Victoria this 4th day of June A.D. 1943

"Geo. S. Pearson"

Acting Minister of Public Works

"John Hart"
 Minister of Finance

Approved at Victoria this 4th day of June A.D. 1943

"John Hart"

Presiding Member of the Executive Council

611630



RECEIVED
PROV. PUBLIC WORKS DEPT.
VICTORIA, B.C.

OFFICE OF THE DEPUTY MINISTER
VICTORIA, B.C.

April 29, 1943.

MAY 1 - 1943

ANSWERED.....
NOTED.....
DATE.....

The Deputy Minister of Public Works,
BUILDINGS.

Dear Sir:

On April 21 the Honourable the Minister of Public Works transmitted to the Honourable the Premier a memorandum sent to him by the Comptroller-General the day before, in connection with a voucher for \$3,350.00, payable to s22 of South Westminster, B.C.

In view of the fact that there is no legislative authority, either by vote or by statute, permitting the payment in the manner suggested, the Premier has assented to the preparation of a special warrant to cover this grant, and it would be deemed a favour if you would be so good as to cancel the original order which was passed by the Executive, and replace it by one providing the necessary authority by way of a special warrant.

Yours sincerely,

Bischoff
Asst. Deputy Minister of Finance.

*CA - please file and
AD.*

609451

DEPUTY
CA

April 21st, 1943.

Hon. John Hart,
Premier,
Buildings.

Dear Mr. Premier:

I enclose herewith copy of letter received
from the Comptroller-General today with reference to the
necessary money required to cover Order-in-Council
No. 524, s22 The letter is self-explanatory.

Will you be good enough to give me in-
structions.

Yours faithfully,

Encls:1

THE GOVERNMENT OF THE PROVINCE OF BRITISH COLUMBIA

THE COMPTROLLER-GENERAL

PLEASE ADDRESS
ALL COMMUNICATIONS
TO THE
COMPTROLLER-GENERAL

RECEIVED
PROV. PUBLIC WORKS DEPT.
VICTORIA, B. C.

VICTORIA

APR 20 1943

20th April 1943

ANSWERED.....
NOTED.....
DATE.....

Deputy Minister of Public Works,
Parliament Buildings.

Dear Sir:

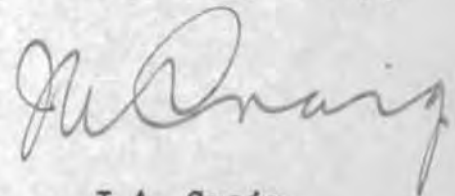
With reference to voucher for \$3,350.00 payable
to ^{s22} South Westminster B.C. "grant in lieu of
lease" under authority of Order-in-Council #524 approved
April 10, 1943, I regret that I cannot accept this charge
to Fraser River (New Westminster) Bridge Account.

Apart from the Interest and Sinking Fund
charges only "such expenditures as are necessary and in-
cidental to the operation and maintenance of and repairs
to the bridge" are authorized under the Act (Chap. 26,
Statutes of 1935, Sec. 6(1)) to be paid out of Tolls.

It is suggested that legislative authority be
obtained by special vote included in the supplementary
estimates to be presented at the next session of the Legis-
lature.

Payment immediately can be legally achieved
only by Special Warrant.

Yours very truly,



J.A. Craig,
Comptroller-General

JAC:KB

608934

7

Deputy
Min

APPROVED

APR 10 1943

4623

RECEIVED
PROV. PUBLIC WORKS DEPT.
VICTORIA, B. C.

APR 13 1943

ANSWERED.....
NOTED.....
DATE.....

*PA
as discussed
for Bridge & Road*

*Vouched
April 16 1943
RWS - 70*

report:

THAT by Order-in-Council No. 750, approved June 27th 1923, the Minister of Public Works was authorized to execute a Lease to ^{s22} of a parcel of land containing 2.78 acres, lying near the New Westminster Bridge approach, being part of Section 18, Block 5 N., Range 2 W., Township 38, New Westminster District, for the purpose of constructing and operating a gasoline supply station and public lavatories;

THAT the said Lease was duly executed for a term of twelve years, expiring on the 30th day of June 1935;

THAT ^{s22} by letter dated October 27th 1924, the Minister of Public Works advised the said ^{s22} that "The Government will undertake to renew your present Lease at the expiration of the term set forth therein for a further term of twelve years on the understanding that at the expiration of the present Lease the annual rental will be raised to \$120.00 per annum, payable in advance;"

THAT the easterly approach to the new Pattullo Bridge traverses and occupies a part of the said premises, thereby rendering same unsuitable for the purpose for which they were leased, and that the said Lease was not therefore renewed;

THAT the said ^{s22} made application to lease a different parcel of land, being part of a public highway vested in the Crown to be used for the purpose of the operation of an Automobile Service Station;

THAT by Order-in-Council dated the 17th day of June 1938, permission was given the Minister of Public Works to issue a lease for the said land to the said ^{s22}

THAT issuance of a Lease was duly advertised as required pursuant to Section 17 of the "Highway Act" and that vigorous objections were received from the adjoining landowner, with the result that the proposed new Lease was not consummated;

THAT the said ^{s22} having been led to believe the land would be leased to him, had undertaken to carry out some grading works at the site of the new Lease;

THAT the said ^{s22} has made a claim on the Department for compensation for financial loss suffered:

*Do you wish a
counter proposal?
What compensation
does
608387
this for your
instructions
OK
OK
CA*

AND TO RECOMMEND THAT the sum of Three Thousand Three Hundred Fifty Dollars (\$3,350.00) be paid to the said ^{s22} without prejudice, together with permission to remove the buildings and other appurtenances from the site of the original lease and given a release from any charge for rentals for the occupation thereof since the expiration of the lease in 1934.

Dated at

Victoria

this ^{9th} ~~5~~ day of *April*

A.D. 1943

Acting Geo. S. Pearson
Minister of Public Works

Approved at

Victoria

this 9th day of

April

A.D. 1943

"John Hart"

Presiding Member of the Executive Council

File # 623

File

RECEIVED
PROV. PUBLIC WORKS SECT.
VICTORIA, B.C.

APR 10 1943

ANSWERED...
NOTED...
DATE...

South Westminster, B.C.

March 18th. 1943

Honourable A.W. Gray
Minister of Lands,
Parliament Buildings,
Victoria, B.C.

Dear Sir;

I am very anxious, as you know, to complete the negotiations between myself and the Government in connection with the re-locating of my gasoline station at the approach to the Pattullo Bridge.

This was agreed to in consideration of my surrendering to the Government, my right and title to the lease where my gasoline station now stands, to permit the construction of the Pattullo Bridge over same, and also as compensation for diversion of traffic and the acceptance by me at the time, of an inadequate amount for my hotel building and premises. This, as well as other matters, comprised the deal as arranged, in 1935, and with the approval and consent of the Department of Public Works, at great expense to myself, I completed the fill-in on the site allotted to me, but owing to an unforeseen legal restriction which faced the Government in it not being able to lease me the land at the approach to the Pattullo Bridge, I feel that I am entitled to some measure of compensation, therefore, rather than let the matter continue in its present indefinite state, I would be willing to accept the sum of \$3,350.00 in full settlement of my claim, if I am permitted, in addition to the above sum, to remove my gasoline station from off its present location and be released of any claim for rental or taxes in respect to the lands on which my gasoline station is now situate.

I realize, now, the difficult legal situation which arose in this matter and feel it was unavoidable.

I fully appreciate what you have done for me and wish to thank you for your untiring efforts to complete the deal as formerly agreed to and I will be perfectly satisfied if you will kindly conclude the matter as above outlined.

Thanking you for your early attention,

I am,

Yours tru

608201

File #4623.

April 13, 1942.

MEMORANDUM:

Re: s22 Lease

Mr. P. Richards,
Secretary to the Premier,
Buildings.

With reference to your file on the s22 Lease, I have noted the letter written March 23rd by s22 and I am afraid there must be some misunderstanding, and any alleged deal with him for a different location for his gas station on the new approach must have been instigated outside the Department as there is no record on file to this effect. However, the following is a letter from Mr. Swan, Consulting Engineer, to myself in connection with right-of-way for the new bridge, and dated August 29th, 1935:-

"In the matter of the right-of-way for the approach to the South end of the bridge, Mr. Collins of the Fraser River Bridge Company has been endeavouring to assist Mr. Mark in the matter of securing the necessary property from the Valley Lumber Company. My advice from Mr. Collins is to the effect that the Valley Lumber Company will be reasonably well satisfied provided that we can give them an office site on the South side of Pacific Highway at or near the Liverpool Road. This will mean acquiring additional property on the South side of the Pacific Highway adjoining and immediately East of the Liverpool Road. It is suggested that additional property should be 600' along Pacific Highway by 200' in depth. The acquisition of this property will also control the question of location of a gas station at the South approach which I gather will be offered to s22 the owner of the station at the South end of the present bridge. The object of placing s22 here will be in order to enable a more favourable deal for right-of-way with him.

"I understand that Mr. Mark is going to Victoria tonight and that he approves the suggestion for the additional property referred to in this communication.

"Messrs. Burnett & McGugan are now in the field making the surveys authorized by your letter of August 14th."

April 13, 1942.

I would here comment that if Mr. Collins or Mr. Swan made any offer to [REDACTED] s22 it was entirely without the sanction of the Department and reply dated September 5th, 1935, was sent to Mr. Swan as follows:-

"Please accept my thanks for your letter of the 29th ultimo, in connection with the above.

"I have had an opportunity of discussing this matter with Honourable Mr. Pattullo, Acting Minister of Public Works, and Mr. Pattullo feels that there is liable to be misunderstandings and difficulties if more than one person takes any part in connection with securing the right-of-way for the bridge. At the same time Mr. Pattullo appreciates Mr. Collins' kindness in offering assistance to Mr. Wark in this matter.

"Mr. Wark has been instructed that he is personally in charge of securing the right-of-way and I think it would be well therefore to leave all negotiations in his hands."

[REDACTED] s22 Mr. R. J. Wark was our Right-of-way Agent at that time and completed the deal for the bridge right-of-way through the [REDACTED] s22 property, and he wrote the Department on September 4th, 1935, as hereunder:-

"The position I have outlined above in respect to the plant of the Valley Lumber Co. equally applies to the Gas Service Station of [REDACTED] s22 held a lease on a 2.68 acre parcel from the Dept. of Public Works; said lease expired on July 1st of this year, and by the terms of said lease the buildings of the Gas Station are now the property of the Department. [REDACTED] s22, however, was advised by letter from the Hon. Dr. Sutherland at the time he arranged the lease of this land that a renewal for a term of 12 years would be granted. While this letter does not appear to have any legal sanction I submit that it was reasonable for [REDACTED] s22 to consider it sufficient to guarantee a renewal of his lease for the time stated and I think the matter should be dealt with accordingly.

"The plans which have recently been submitted to me show that the buildings of the Gas Station will not be interfered with and it's business can proceed without interruption; in fact it should be materially increased by the activity in that vicinity during bridge construction. A portion of this property (1.25 acres) required for our right-of-way is in use only as a grain or hay field and [REDACTED] s22 will therefore suffer no appreciable damage by the loss of the use of same. In any case consideration can be given in the matter of his annual rental. My suggestion now is that [REDACTED] s22 be offered a renewal of his lease for a term of 5 years as authorized by Statute, reserving therefrom the right-of-way of the bridge approach. At the end of this term he can make his own arrangements and decide whether he wants his lease continued.

April 13, 1942.

"If it should develop that the business of his gasoline station has suffered through dislocation of traffic to the extent of not being worth operating he can abandon same and make other arrangements. I fail to see any reason why the Department should be asked to become patron to Mr. Wise in the matter of re-instating him in a more advantageous position and I consider it's obligations discharged by continuing his lease as above recommended."

From this it can be seen that Mr. Sark had no intention of including any renewal of s22 lease at either the present site or any new site in making a settlement for bridge right-of-way through his property, and on the 12th October, 1935, the Right-of-Way Agent wrote Mr. R. Johnston, agent for s22 setting forth the Government's offer for the s22 right-of-way, which is self-explanatory:-

"Confirming arrangement made with you yesterday, by which the Department of Public Works acquires the property on the west side of Scott Road owned by s22 I submit the following as the terms of said adjustment.

"The Department to pay s22 the sum of eight thousand two hundred and fifty dollars (\$8250.00) as compensation for said property and all buildings thereon, save and except a small cottage at present attached to north side of main hotel building. s22 to retain possession and have the right to occupy this cottage in its present position during the pleasure of the Department of Public Works. s22 to retain possession of a parcel of this property lying south of the barn or garage building, and not exceeding 150 feet frontage on Scott Road from the South-east corner of said property and South of a line drawn parallel to the southerly boundary thereof.

"When it becomes necessary to demolish the hotel or garage buildings, it is agreed that s22 will be given the opportunity to perform this work, the consideration to be the salvage value of the buildings only.

"The work of wrecking said buildings and clearing the ground of all debris to be performed to the satisfaction of the Department of Public Works.

"The Department to have immediate possession and the right to enter on said property and proceed with bridge construction.

"Compensation of \$8250.00 to be paid on receipt of a satisfactory conveyance of title including a Tax Receipt for all taxes due and payable including the current year's levy."

This offer was accepted and the sum of \$8,250.00 was duly paid.

April 13, 1942.

The files further indicate that s22 made application to the Department for a renewal of his gas station lease on the 10th July, 1935, claiming that he had a promise from the former Minister, Dr. Sutherland, that he would be permitted such a renewal. Nothing was said in the application about any proposed new site. Upon referring the matter to the Attorney-General's Department, as to the authority of the former Minister of Public Works to enter into this lease renewal, we were advised that there was considerable doubt, so that the renewal was never instituted, although s22 still occupies the site and is operating a gas station, no rent having been paid for some time past.

s22 final remarks in connection with the new lease ultimately being promised and an Order-in-Council passed and lease drawn up and signed are quite correct, but at the last minute the arrangement was cancelled upon instructions of the then Premier, Hon. Mr. Pattullo.

Your file herewith returned.

Chief Engineer.

AD:EL
encl:

DEPARTMENT OF PUBLIC WORKS

4623

FROM Asst. Dist. Engineer, Court House, Vancouver, B.C.	TO Chief Engineer, Parliament Bldgs., VICTORIA, B.C.	DATE April 4, 1942. ELECTORAL DISTRICT Delta OUR FILE YOUR FILE
SUBJECT Right-of-Way South Approach Pattullo Bridge - s22 Claim.		REFERENCE YOUR LETTER

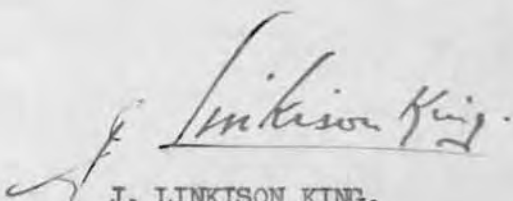


In regard to your telephone inquiry re above Claim, I would advise that I have searched the Wark Filing Cabinet and can find no file covering this Claim.

I telephoned Mr. Dorgan and found that, while he assisted s22 Mr. Wark in the settlement, the final arrangement was put through by Mr. Wark.

It is possible that the information required could be dug up in the New Westminster Office. I telephoned Mr. Anderson s22

JIK/AP



J. LINKISON KING.

58833

4623

February 13, 1942

MEMORANDUM:

Mr. P. Richards,
Secretary to the Premier,
Buildings.

Precis of the s22 follows:-

A lease was granted to s22 on July 16, 1923, for property near the old Scott Road on the south side of the Fraser River and adjacent to the old New Westminster Bridge, for purposes of erecting and operating a gas station; the term of this lease was 12 years and it expired on the 30th day of June 1935.

Following the granting of the lease s22 endeavored to get the Government to add a clause to the Order-in-Council providing for a further term of 12 years on expiration of the original term. This was not granted although on October 27, 1924, the then Minister of Public Works, Dr. Sutherland, wrote s22 and told him that the Government would, on expiration of the current lease, renew it for a further term of 12 years.

The construction of the new Pattullo Bridge was in progress about 1934 and 1935 and the location of the Scott Road was of course completely changed at this point, and the change undoubtedly seriously affected s22 business at the old stand. He made application to the Government for consideration on this account, suggesting that in view of the assurances given him by Dr. Sutherland concerning a renewal of his lease, he be given a different site, i.e., one on the new Pacific Highway approaching the Pattullo Bridge.

The Minister of Public Works at that time, Mr. MacPherson, looked over the proposed site and arranged for a small area to be set aside on the vacant right-of-way within the bridge approach and an Order-in-Council was drawn up and passed in June, 1938, authorizing the leasing of this property. The conditions of the Order-in-Council were fulfilled and a lease form was completed and signed by s22 (who by the way had actually carried out some construction work at the new site).

February 13, 1942.

In the meantime, representations were made to the Premier objecting to such a gasoline station being permitted in the locality agreed upon, with the result that after many meetings with parties concerned the Department was instructed on August 19, 1938 to advise s22 that the new lease would not be entered into by the Government.

The original lease to s22 called for a payment of \$60.00 per year, while the proposed extension of the lease set payment at \$120.00 annually.

Upon the expiration of this lease in June, 1935, s22 continued to do business at his old stand, and so far as I know he is still there. Even though no formal renewal of the lease was granted, s22 forwarded his cheque for \$120.00 for the period July 1, 1935 to June 30, 1936, and this was accepted. In July, 1936 he forwarded another cheque for \$120.00 to cover the period July 1, 1936 to June 30, 1937, but this cheque was returned to him and he was advised that he would have to pay on a month-to-month basis, at a rate of \$10.00 per month, until something definite was done towards renewing his lease. No money has been received from in the Department since that time, and to date he owes some \$670.00.

My opinion is that s22 was probably entitled to a renewal of his lease at the old stand. The fact that the Government changed the highway hardly enters into the matter. Where new highways are built businesses of all kinds are often affected and no compensation is allowed under such circumstances.

A great deal of additional right-of-way was purchased at the south approach to the Pattullo Bridge, in fact more than the Highway Act permitted, but it was done for the very reason of keeping the approach free from service stations, hot dog stands, and other similar setups which usually spring up around important junctions like that of the Scott Road and Pattullo Bridge approach. To permit a gas station in this area would defeat the very object for which this land was set aside, and the Premier of that day strongly objected to this. Also we had a vigorous protest from the land owner from whom this property was taken, who indicated that by such an act his remaining property would be useless for similar purposes and consequently unsalable.

However, it would appear to be entirely a matter of Government policy.

Chief Engineer.

AD:EL
encl:

4623

Oct. 22nd, 1940

Municipal Clerk,
Cloverdale, B. C.

Dear Sir:

Re:

s22

- Lease

Your letter of October 4th, 1940 addressed to the Superintendent of Lands, Parliament Buildings, Victoria, B.C., has been forwarded by them to this office for attention.

In answer to your inquiry, lease held by s22 on 2.5 acre portion of Section 18, Block 5, N.R. 2, West, at junction of Pacific Highway and Scott Road in the Municipality of Surrey, expired on June 30th, 1935. This lease was not renewed.

Yours truly,

Chief Engineer

JEM:DS

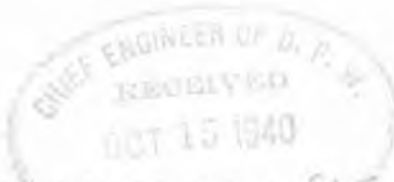


VICTORIA, B.C.

4623

DEPARTMENT OF LANDS
LANDS BRANCH

12th Oct. 1940



MEMORANDUM Chief Engineer,
Department of Public Works,
Buildings;

Please refer to File 046592

Attention "Leases"

Enclosed please find copy of letter of the 4th inst.
from the Corporation of the District of Surrey regarding a lease held by
one, s22 covering a 2.5 portion of Section 18, Block 5,
North, Range 2, West situated within their Municipality.

As this matter of enquiry is one apparently under the
jurisdiction of your Department in accordance with former correspondence,
your file 4623, would you please be good enough to reply direct
in respect to the matter.

Thomas Taylor

Superintendent of Lands.

*CA
Planning Plans
AS*

WJH/E

553584

[Handwritten signature]
X.C.E.

C O P Y

Cloverdale, B.C.
Oct. 4, 1940

Superintendent of Lands,
Parliament Buildings
Victoria, B. C.

Dear Sir.

For some years, s22 held from the Provincial
Government a lease of a 2.5 acre portion of Sec. 18, Block 5 North
Range 2, West in this Municipality.

Could you advise me whether this lease has expired or
has been surrendered.

If the lease is still good, please advise me as to the
term of same.

Yours faithfully

John G. Farmer

Municipal Clerk.



VICTORIA

13th February, 1939



K. Dixon, Esq.,
Deputy Minister of Public Works,
Parliament Buildings.

Dear Mr. Dixon:-

s22 called on me in New Westminster the other day. He desires to meet the Premier and the Minister of Public Works in regard to his situation. It is opinion that he has received unfair treatment in view of the understanding he had with Dr. Sutherland the then Minister of Public Works.

Yours sincerely,

Abells

*notes and
Shaw's former letter*

523070

C. E.



DEPARTMENT OF PUBLIC WORKS
VICTORIA

January 23rd, 1939.

s22

Dear Sir:

Re: Rental of Land at junction of
Scott Road and Pacific Highway.

Will you kindly let me know when I may expect payment covering rental of the above land for the period July 1st, 1936 to September 30th, 1938, and totalling \$270.00.

I referred to this in my communication of October 20th, but to date have not received an acknowledgement.

Yours truly,

A. D. Smith
CHIEF ENGINEER.

4623.

January 23rd, 1939.

s22

Dear Sir:

Re: Rental of Land at junction of
Scott Road and Pacific Highway.

Will you kindly let me know when I may expect payment covering rental of the above land for the period July 1st, 1936 to September 30th, 1938, and totalling \$270.00.

I referred to this in my communication of October 20th, but to date have not received an acknowledgement.

Yours truly,

CHIEF ENGINEER.

WJL/EVP.

October 20th, 1938

s22

Dear Sir:

Rental of Land at junction of
Scott Road and Pacific Highway

Lease dated July 16th, 1923 effective from July 1st, 1923 for a term of twelve years relative to the above land expired on June 30, 1935.

As advised in my letter of July 11th, 1936, in view of the absence of duly executed lease for this property, future rentals must be paid on a month to month basis at the rate of \$10.00 per month.

I have received one cheque which was enclosed with your letter of July 10th, 1935 and which was in the sum of \$120.00 and covered rental for the period July 1st, 1935 to June 30th, 1936.

I would therefore appreciate receipt of your cheque for the sum of \$270.00 to cover rental of the above land for the period July 1st, 1936 to September 30, 1938 to bring this rental up to date. Thereafter you cheque for \$10.00 should be forwarded monthly.

Yours truly,

Chief Engineer

JEM:DS

August 19th, 1938

Mr. J. Dorgan,
Acting Right-of-Way Agent,
101-110 Westminster Trust
Building,
New Westminster, B.C.

4623

s22 Lease

July 14th

Will you kindly advise s22 that upon
reconsideration it is not the intention
of the Government to enter into this Lease
Agreement. I am, therefore, returning s22
s22 cheque in the sum of \$120.00.

A. DIXON

FHH/ES



DEPARTMENT OF PUBLIC WORKS
VICTORIA



Acting Right of Way Agent's Office,
101 - 110 Westminster Trust Bldg.,
New Westminster, B. C.,
July 14, 1938.

Arthur Dixon, Esq.,
Chief Engineer,
Department of Public Works,
Victoria, B. C.

Dear Sir:

Re s22 Lease.

Enclosed herewith is lease in duplicate
duly signed by the Lessee and witnessed by the under-
signed.

Cheque for the first annual rental
in the amount of \$120.00 is also herewith.

Yours very truly,

Joseph Dorgan,

Acting Right of Way Agent.

Encls.

JD/W.

508219

30322A
July 13th, 1938

Re:-

s22

- Lease

Dear Sir:-

I beg to acknowledge receipt of your letter dated July 12th, 1938 and the two copies of the lease therewith.

The necessary correction has been made in each copy and I am returning same to you and would request that you have the Lessee sign without delay.

Yours very truly,

A. DIXON

Chief Engineer.

J. Dorgan, Esq.,
Acting Right of Way Agent,
101-110 Westminster Trust Building,
New Westminster, B.C.

MCD/GM
encl



4623



DEPARTMENT OF PUBLIC WORKS
VICTORIA

Acting Right of Way Agent's Office,
101-110 Westminster Trust Bldg.,
New Westminster, B. C.,
July 12, 1938.

Arthur Dixon, Esq.,
Chief Engineer,
Department of Public Works,
Victoria, B. C.,

Dear Sir:

As requested by your Mr. Davis I am
returning herewith documents in duplicate for correction
in connection with the s22 lease.

Upon receipt of same duly amended I shall
be glad to have the Lessee sign without delay.

Yours very truly,

Joseph Dorgan,

Acting Right of Way Agent.

Encl: 2.

JD*W.

508023



A.E

July 12th, 1938

Joseph Dorgan, Esq.,
Acting Right of Way Agent,
101-110 Westminster Trust Building,
New Westminster, B.C.

Dear Sir:-

s22

Lease

Confirming telephone conversation between yourself and our Mr. Davies of today's date, it is the wish of the Minister that if the Lessee applies for renewal of the lease for a further period of five years, that the rental for this five year period shall be at the rate of one hundred and eighty dollars (\$180) per year.

Will you please return the copies of the draft lease which were sent to you, so that I may embody this condition therein.

Yours very truly,

Chief Engineer.

June 29, 1938

District Engineer,
Court House,
New Westminster, B. C.

4673

s22

Lease

I am enclosing herewith copy
of my letter to Mr. J. Dorgan which
is self-explanatory, also copies of
Order-in-Council #845, draft lease and
plan relative to this matter.

A. DIXON

Encl.

JEM/WT

June 29, 1938

Joseph Dorgan, Esq.,
Acting Right-of-Way Agent,
101-110 Westminster Trust Bldg.,
New Westminster, B. C.

Dear Sir:

s22

Lease

I am enclosing herewith, in duplicate, draft lease in favour of s22 as authorized by Order-in-Council #845, dated the 17th day of June 1938. Will you please make the necessary arrangements to have this lease executed and returned here in due course. Please note that the date of the lease requires filling in at the top.

Also please note that the rental, which is \$120.00 per year, is payable in advance, the first payment being due on the execution of the lease. It will, therefore, be necessary when returning the lease duly signed by s22 to enclose his cheque in this amount.

As it will be necessary for Mr. Anderson, District Engineer at New Westminster, to be conversant with this matter, I am sending him copies of Order-in-Council, draft lease and plan relative to this matter.

Yours truly,

CHIEF ENGINEER.

Encl.

JEM/WT

PROVINCE OF BRITISH COLUMBIA

DEPARTMENT OF PUBLIC WORKS

4623

FROM CHIEF ENGINEER	TO Chief Accountant, Public Works Department, BUILDINGS.	DATE June 22, 1938 ELECTORAL DISTRICT OUR FILE 3088-4 YOUR FILE
SUBJECT <u>Lease</u> s22		REFERENCE YOUR LETTER

FOR DEPARTMENTAL AND INTERDEPARTMENTAL CORRESPONDENCE ONLY



With reference to Order in Council No. 845, approved June 18th, 1938, being No. 506286 of this file, herewith in duplicate, draft lease similar to the draft lease referred to in the Order in Council.

Will you please make the necessary arrangements for this lease to be executed

You will note that the date of the lease needs filling in at the top.

It will be necessary to advise the District Engineer fully in the matter as it will be necessary to see that the terms of the lease are complied with.

A. DIXON

ICB/GM

P.S.

There is a spare copy of the order in Council, draft lease and plan on file which could be sent to Mr. Anderson.

A.D.

C.A.

506793

Chief Accountant,
Public Works Department,
BUILDINGS.

June 22, 1938

Lease

s22

With reference to Order in Council No. 845, approved June 18th, 1938, being No. 506286 of this file, herewith in duplicate, draft lease similar to the draft lease referred to in the Order in Council.

Will you please make the necessary arrangements for this lease to be executed

You will note that the date of the lease needs filling in at the top.

It will be necessary to advise the District Engineer fully in the matter as it will be necessary to see that the terms of the lease are complied with.

A. DIXON

ICB/GM

P.S.

There is a spare copy of the Order in Council, draft lease and plan on file which could be sent to Mr. Anderson.

A.D.

349

COPY OF MINUTE
APPROVED
JUN 18 1938

report:

THAT by Order-in-Council No. 750, approved June 27th, 1923, the Minister of Public Works was authorized to execute a Lease to s22 of a parcel of land containing 2.78 acres, lying near the New Westminster Bridge approach, being part of Section 18, Block 5 N., Range 2 W., Township 38, New Westminster District, for the purpose of constructing and operating a gasoline supply station and public lavatories.

THAT the said Lease was duly executed for a term of twelve years, expiring on the 30th day of June, 1935.

THAT, by letter dated October 27th, 1924, the Minister of Public Works advised the said s22 that "The Government will undertake to renew your present Lease at the expiration of the term set forth therein for a further term of twelve years on the understanding that at the expiration of the present Lease the annual rental will be raised to \$120.00 per annum, payable in advance."

THAT the easterly approach to the new Pattullo Bridge traverses and occupies a part of the said premises, thereby rendering same unsuitable for the purpose for which they were leased, and that the said Lease was not therefore renewed.

THAT the said s22 (has) made application to lease a different parcel of land, as hereinafter described, being part of a public highway vested in the Crown, to be used for the purpose of the operation of an Automobile Service Station, namely:-

ALL AND SINGULAR that certain parcel or tract of land and premises, situate, lying and being in the Province of British Columbia, in Block 4 of Section 17, Block 5 N., Range 2 W., Map 616, New Westminster District, and known as a 0.093 acre portion of the 2.53 acre part of said Block 4, which part is shown on Registered Map 5719: commencing at a point distant easterly 7 feet, measured perpendicularly, from the westerly boundary of said Block 4, said point being 165 feet S. 0° 11' 45" W. from the northerly boundary thereof;

- 2 -

thence N. $0^{\circ} 11' 45''$ E. parallel to and distant 7 feet easterly from said westerly boundary, a distance of 90 feet; thence S. $89^{\circ} 48' 15''$ E. a distance of 90 feet; thence S. $45^{\circ} 11' 45''$ W. a distance of 127.278 feet to point of commencement, and containing an area of 0.093 acre, more or less, as shown outlined in red on a plan deposited in the Department of Public Works at Victoria, B.C., under "Road Surveys No. 264-8", copy of which plan is attached hereto.

THAT the undersigned, pursuant to Section 17 of the "Highway Act" has given public notice of the intention to issue a Lease of the said land.

AND TO RECOMMEND, pursuant to Section 17 of the "Highway Act" that the undersigned be authorized to issue a Lease of the said land to the said s22 in accordance with the terms of the Draft Lease annexed hereto.

DATED this 17th day of June A.D. 1938.

"F. M. MACPHERSON"

Minister of Public Works.

APPROVED this 17th day of June A.D. 1938.

"T. D. PATTULLO"

Presiding Member of the Executive Council.

4629

THE BRITISH COLUMBIAN, NEW WESTMINSTER,

FRIDAY, MAY 13, 1938.



DEPARTMENT OF PUBLIC
WORKS

NOTICE

PURSUANT to Section 17 of the "Highway Act," public notice is hereby given that, after thirty days from date of publication of this notice, it is the intention to issue a lease of the following described part of a public highway in Block 4 of Section 17, Block 5 North, Range 2 West, Map 616, New Westminster District namely:—

A 0.093 acre portion of the 2.53 acre part of said Block 4, which part is shown on Registered Map 3719: commencing at a point distant easterly 7 feet, measured perpendicularly, from the westerly boundary of said Block 4, said point being 163 feet S. 0° 11' 45" W. from the northerly boundary thereof; thence N. 0° 11' 45" E. parallel to and distant 7 feet easterly from said westerly boundary, a distance of 90 feet; thence S. 89° 48' 15" E. a distance of 90 feet; thence S. 45° 11' 45" W. a distance of 127.278 feet to point of commencement, and containing an area of 0.093 acre, more or less, as shown outlined in red on a plan deposited in the Department of Public Works at Victoria, B. C., under "Road Surveys No. 264-8".

F. M. MacPHERSON,
Minister of Public Works,
Parliament Buildings,
Victoria, B. C.,
May 11th, 1938.

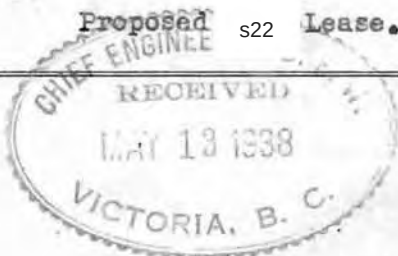
*On C for Thursday
13th.*

PROVINCE OF BRITISH COLUMBIA

DEPARTMENT OF PUBLIC WORKS

4623

FROM H.C. Anderson, District Engineer, New Westminster, B.C.	TO Chief Engineer, Victoria, B.C.	DATE May 12th, 1938. ELECTORAL DISTRICT New Westminster OUR FILE YOUR FILE <i>308-1.</i>
SUBJECT Proposed s22 Lease.		REFERENCE YOUR LETTER May 10th, 1938.



Replying to your letter of the 10th inst., re the above, please be advised that no draft description accompanied your letter. However, the area outlined on your plan is satisfactory.

The photostatic copy of plan is returned herewith as requested.

HCA/P.
Encls.

H.C. ANDERSON.

FOR DEPARTMENTAL AND INTERDEPARTMENTAL CORRESPONDENCE ONLY

503443

A. E.

SEC. 7, B5N, R2W.

E. PLAN 5492.

1 AC.

SK. 7728.

BLOCK F.

B. PLAN 5269.

ROAD.

PLAN 2328.

G.

PLAN "B" 5269.

0.566 AC.

BLOCK 1.

HIGHWAY

LIVERPOOL ROAD

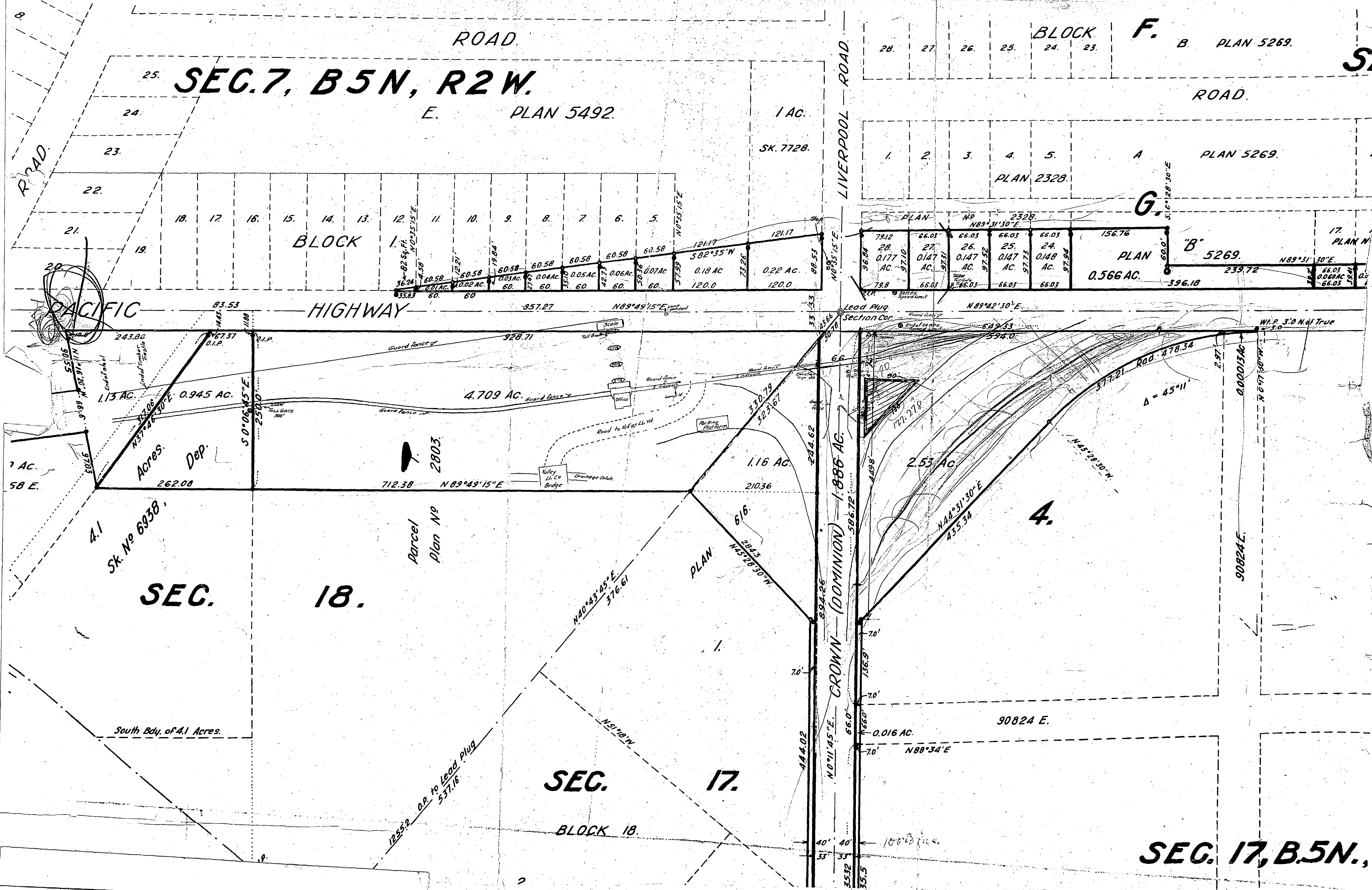
SEC. 18.

SEC. 17.

SEC. 17.

BLOCK 18.

SEC. 17, B5N.



P.W.D. File Copy	
Drafted	<i>MA</i>
Checked	<i>MA</i>

CREST
DEPARTMENT OF PUBLIC WORKS
NOTICE

Pursuant to Section 17 of the "Highway Act", public notice is hereby given that, after thirty days from date of publication of this notice, it is the intention to issue a lease of the following described part of a public highway in Block 4 of Section 17, Block 5 North, Range 2 West, Map 616, New Westminster District, namely:-

A 0.093 acre portion of the 2.53 acre part of said Block 4, which part is shown on Registered Map 5719: commencing at a point distant easterly 7 feet, measured perpendicularly, from the westerly boundary of said Block 4, said point being 165 feet S. $0^{\circ} 11' 45''$ W. from the northerly boundary thereof; thence N. $0^{\circ} 11' 45''$ E. parallel to and distant 7 feet easterly from said westerly boundary, a distance of 90 feet; thence S. $89^{\circ} 48' 15''$ E. a distance of 90 feet; thence S. $45^{\circ} 11' 45''$ W. a distance of 127.278 feet to point of commencement, and containing an area of 0.093 acre, more or less, as shown outlined in red on a plan deposited in the Department of Public Works at Victoria, B.C. under "Road Surveys No. 264-8".

Michael Harris
 MINISTER OF PUBLIC WORKS.

Parliament Buildings,
 Victoria, B.C.
 May 11th , 1938.

*To appear in
 New Westminster
 Paper - May 13*

Mr. H. C. Anderson,
District Engineer,
New Westminster, B. C.

May 11th, 1938

New Westminster
3088444

Proposed s22 Lease

Further to my letter of April
10th and our telephone conversa-
tion, the advertisement, copy
of which was sent you, will ap-
pear in the New Westminster
paper on Friday next.

A. DIXON

ICB/EV

DUPLICATE.

TELEGRAM FROM CHIEF ENGINEER (PUBLIC WORKS DEPARTMENT).

TELEGRAMS SUBJECT TO USUAL TERMS ON COMPANY'S FORMS.

50 bks.-836-2020

Date May 11, 1938

To Lon. A. Wells Gay
New Westminster BC

Advertisement re s22 lease will
appear in Columbian Friday next

A. Dixon

May 10, 1938.

H.C. Anderson, Esq.,
District Engineer,
New Westminster, B.C.

New Westminster
3088-4

Proposed s22 Lease

May 2nd, 1938

FOR IMMEDIATE ATTENTION PLEASE

Herewith draft description and plan
which are self-explanatory.

Please check these over and advise
by wire if satisfactory.

If not satisfactory please return
showing amendments at the earliest
possible opportunity.

Your photostatic copy of the plan
is enclosed: please return it to
me. You will note we have made
the area a right angled equilateral
triangle with a hypotenuse of 127.278
feet.

A. DIXON.

CHIEF ENGINEER.

ICB:KM
Encl.

DEPARTMENT OF PUBLIC WORKS

4622

FROM District Engineer, New Westminster, B.C.	TO Chief Engineer, Victoria, B.C.	DATE May 2nd, 1938 ELECTORAL DISTRICT New Westminster OUR FILE YOUR FILE 3053-4
SUBJECT Proposed s22 Lease		REFERENCE YOUR LETTER April 29th, 1938

CHIEF ENGINEER OF D. P. W.
RECEIVED
MAY 2 1938
VICTORIA, B. C.

Replying to your letter of the 29th ultimo re the above, I am enclosing herewith plan showing (outlined in red) the area which s22 wishes to lease. This is the area designated by the Minister when he was on the ground, accompanied by the Minister of Lands and s22

A short time ago the Minister authorized me verbally to let s22 have the use of our shovel, s22 paying operating costs, for use in filling the proposed area. A copy of letter given by s22 covering this arrangement is attached hereto.

In the event of the Department leasing this ground for service station purposes, I would suggest that s22 be requested to submit plans showing the type and architecture of the building as any structure erected should be in keeping with the bridge.

If a formal lease is given, a land surveyor's plan and description will be required.

The above is the only information I have on this subject.



H.C. Anderson,
District Engineer

502383

Encl.

COPY

s22

April 7th, 1938

Harry Anderson, Esq.,
District Engineer,
Court House,
New Westminster, B.C.

Dear Sir:-

Re: Lease South End Pattullo Bridge

I hereby make application for the use of the shovel now working at gravel pit, South Westminster and agree to pay the operator's costs and supply my own trucks free of charge, for fill of property I am leasing from the Provincial Government.

Hoping this will receive your favourable consideration.

I am, Yours truly,

s22

COPY

s22

April 7th, 1938

Harry Anderson, Esq.,
District Engineer,
Court House,
New Westminster, B.C.

Dear Sir:-

Re: Lease South End Pattullo Bridge

I hereby make application for the use of the shovel now working at gravel pit, South Westminster and agree to pay the operator's costs and supply my own trucks free of charge, for fill of property I am leasing from the Provincial Government.

Hoping this will receive your favourable consideration.

I am, Yours truly,

s22

April 29, 1938

District Engineer,

New Westminster

New Westminster, B.C..

Proposed s22 Lease.

Will you kindly let me have,
as soon as possible, all the informa-
tion you have available in connection
with the proposed Wise lease.

AD:EL

July 11th, 1936

s22

Dear Sir:

I am returning herewith your cheque in the amount of \$120.00, covering lease of a portion of Section 18 at the intersection of Pacific Highway and Scott Road, South Westminster, for the period July 1st, 1936 to June 30th, 1937.

In view of the absence of a duly executed lease for this property, I wish to advise that the rental in future must be paid from month to month at the rate of \$10.00.

Yours truly,

JEM/RP

Chief Engineer

Encl.



VICTORIA, B.C.

4623

DEPARTMENT OF LANDS
LANDS BRANCH

30th. June 1936.



MEMO. TO THE DEPARTMENT OF PUBLIC WORKS

Please refer to File 046592
Your File 4623 - Attention "Accounts"

Enclosed herewith please find copy of
a letter received from s22
s22 together with cheque for
the sum of \$120.00, referred to therein, which has
been endorsed over to your Department.

W. H. Saylor,

Superintendent of Lands.

WJH/DM
Enc. 2.

M.
C. A.

448540

C
O
P
Y

s22

June 26th., 1936.

The Honorable,
The Minister of Lands,
Parliament Buildings,
Victoria, B.C.

Dear Sir:

Herewith enclosed find our cheque for the sum of One Hundred Twenty Dollars, (\$120.00) being rental for year ending June 30th. 1937, of a portion of Section Eighteen (18) at the intersection of the Pacific Highway and Scott Road, at South Westminster, in the Municipality of Surrey, as per Lease.

Your acknowledgment will oblige.

Yours very truly,

s22

Inc.1.

THE GOVERNMENT OF
THE PROVINCE OF BRITISH COLUMBIA

4623

DEPARTMENT OF PUBLIC WORKS

RIGHT-OF-WAY AGENT'S OFFICE.

411 Dunsmuir St.,
Vancouver, B.C.,
January 4th, 1936.Personal.

F.H. Harrison, Esq.,
Chief Accountant,
Dept. Public Works,
Parliament Buildings,
VICTORIA, B.C.

Dear Mr. Harrison:-

When you were here yesterday you asked me whether I had seen the ^{s22} lease, and I replied that I had not done so and that I had read only Dr. Sutherland's letter committing the Department to a further extension of twelve (12) years. Considering this matter after you had gone away, I recalled that I had given you wrong information. The ^{s22} lease is on file in the Land Registry Office in the City of New Westminster, and I examined said lease and read it there in order to find out what the provisions were with respect to renewal. At this time I had neither seen nor heard of Dr. Sutherland's letter.

I am arranging to secure a copy of the lease and as soon as I have this at hand I shall make a draft copy and submit same to you. This copy will contain the correct description of the Wise property, excepting therefrom the right-of-way of the Bridge Approach.

I presume that the rent will be as stated in Dr. Sutherland's letter -- \$120.00 per annum. In this I suggested some time ago that we should make a reduction on the basis of area for the portion we are excepting. As the value of the property, from

437138

F.H. Harrison, Esq.

January 4th, 1936.

-2-

a rental standpoint, lies almost entirely in the business section, I doubt whether this should be a consideration and I leave it entirely to your better judgment.

Yours very truly,

R.J. Wark
Right-of-Way Agent.

per:

M. B.

RJW:MB

November 25, 1935.

Right-of-Way Agent,
411 Dunsmuir St.,
Vancouver, B.C.

3088

Cheques

I am enclosing herewith Treasury
cheques #99370 and 71D in favour of the
Valley Lumber Yards Ltd. and s22
respectively covering compensation for land
taken for the approaches to the new Fraser
River Bridge.

A. DIXON.

ENC/CP

DEPARTMENT OF PUBLIC WORKS

3088

FROM Right-of-Way Agent, 411 Dunsmuir St., Vancouver, B.C.	TO Chief Engineer, Parliament Buildings, VICTORIA, B.C.	DATE November 13th, 1935 ELECTORAL DISTRICT New Westminster OUR FILE 24-1-G. YOUR FILE 3088
SUBJECT New Westminster Bridge South Approach - s22		REFERENCE YOUR LETTER

FOR DEPARTMENTAL AND INTERDEPARTMENTAL CORRESPONDENCE ONLY



Attached please find our recommendation on form 120 for payment of \$8,250.00 as compensation for the s22 property at South Westminster.

As conveyance of title to this property is now in order will you be good enough to let me have a cheque to cover which will be passed over to the owner on completion of title to the Crown.

RJW:MB
encl.

R.J. WARK

per: *MB*

GOVERNMENT OF BRITISH COLUMBIA—DEPARTMENT OF PUBLIC WORKS.
COMPENSATION IN TERMS OF THE "HIGHWAY ACT."
(SECTION 16.)

DEPT. FILE NO. PLAN NO. DISTRICT FILE NO.
ENGINEERING DISTRICT NO. ELECTORAL DISTRICT Delta
Name and details of highway or incidental works South Approach - Fraser River
Bridge.
Description of property Sketch 184B, D.L. S. Group 2, H.V.D.
Name of registered owner s22
Is title unencumbered? Yes If not, give details of encumbrance
Name, title, etc., of party to whom compensation is recommended to be paid
..... s22

DETAILS OF COMPENSATION RECOMMENDED TO BE PAID PURSUANT TO SECTION 16 OF THE
"HIGHWAY ACT."

A. For Improvements on the Lands taken.
(Subsec. 1a.) "Improvements on the land so taken, that is to say, everything constructed on or annexed to the soil by the hand of man."
Roads
Buildings Hotel - \$5000.00; Barn - \$2000.00 7000.00
Structures
Fences
Clearing
Grading
Planting
Cultivation
Other improvements (to be stated)
.....
COMPENSATION RECOMMENDED A.

B. For Lands taken (not Subdivided Lands).
(Subsec. 1b.) "Lands which were originally granted to some person by the Crown, either in the right of the Province or the Dominion, and by the taking of which the total area taken for the purpose of highways from the lands comprised in the original Crown grant is found to exceed one-twentieth of the total area of the lands comprised in the Crown grant, and then only for the area in excess of one-twentieth of that total area."
Area of original Crown grant - - - - - acres.
Total area taken for road purposes - - - - - acres.
Deduct one-twentieth of area of original Crown grant acres.
Area for which compensation is payable - - - - - acres.
The land is valued at \$.....per acre.
COMPENSATION RECOMMENDED \$..... B.

C. For Lands taken (Subdivided Lands only).
(Subsec. 1b.) "But, where the lands comprised in the Crown grant have been subdivided into parcels by any registered conveyance or plan of subdivision, the area of land which may be so taken from any parcel without payment of compensation shall not exceed one-twentieth of the area of that parcel, and where the lands are being taken from two or more of the parcels at the same time, the total area to be so taken without the payment of compensation shall be apportioned among those parcels on the basis of their respective areas."
Details of registered subdivision plan, parcel, lot, etc.
Total area of parcel - - - - - acres.
Total area taken for road purposes - - - - - acres.
Deduct one-twentieth area of parcel - - - - - acres.
Area for which compensation is payable - - - - - acres.
1850.00
The land is valued at \$.....per acre.
COMPENSATION RECOMMENDED \$ 1850.00 C.

D. For Materials taken from Improved Lands.

(Subsec. 4.) "Where in respect of gravel, sand, stone, timber, or other materials taken by Crown for construction, maintenance, or repair of any highway or bridge, the provisions of any Statute or the reservations contained in any Crown grant permit of the same being so taken without payment of compensation, and where the same is taken from Improved Lands, the Minister may, notwithstanding the provisions or reservations aforesaid, pay reasonable compensation therefor."

CLASS OF MATERIAL TAKEN.	QUANTITY.	UNIT RATE.	AMOUNT.

TOTAL COMPENSATION RECOMMENDED \$.....D.

E. Deduction for Increased Capital Value due to Construction.

(Subsec. 3.) "In determining the compensation payable to any owner in respect of any land entered upon and taken possession of under this Part, there shall be taken into consideration the increased value, beyond the increased value common to all lands in the locality, that will be given to the remaining lands of the owner through which the highway will pass, by reason of the passage of the highway through the same or by reason of the construction of the highway or of works incidental thereto, and the increased value that will be so given shall be set off against the compensation otherwise payable to that owner under this section."

Details

TOTAL DEDUCTIONS \$.....E.

Remarks: For the amount of compensation herein recommended the Department takes possession of all this property except 150 feet on the South side and the small cottage attached to the hotel buildings. See copy of my letter of October 12th, 1935 to H. Johnson, Solicitor for

s22

SUMMARY OF AMOUNT OF COMPENSATION RECOMMENDED TO BE PAID.

OR {	A. For improvements on lands taken	\$.....7000.00	A.
	B. For lands taken (not subdivided lands)	\$.....	B.
	C. For lands taken (subdivided lands only)	\$.....1250.00	C.
	D. For materials taken from improved lands	\$.....	D.
Gross total amount of compensation recommended		\$.....	
E. Deduction for increased value		\$.....	E.
NET TOTAL OF COMPENSATION RECOMMENDED TO BE PAID		\$.....8250.00	

I hereby certify that this statement is in accordance with the provisions of section 16 of the "Highway Act."

Date November 13th 1935

R. J. Park
Right-of-way Agent or District Official, P.W. Dept.

I hereby recommend that compensation be paid accordingly.

Date, 19.....

APPROVED.

District Official, P.W. Dept.

A. Dixon

Chief Engineer or Assistant Chief Engineer.

Date, 19.....

(DEALT WITH.)

Chief Accountant.

3088

RIGHT-OF-WAY AGENT'S OFFICE.

411 Dunsmuir St.,
Vancouver, B.C.,
October 12th, 1935.Harry Johnson, Esq.,
Barrister and Solicitor,
35 - 6th St.,
NEW WESTMINSTER, B.C.

Dear Sir:

RE: Fraser River Bridge Approach
Property - South
Westminster.

Confirming arrangement made with you yesterday, by which the Department of Public Works acquires the property on the west side of Scott Road owned by s22 I submit the following as the terms of said adjustment.

The Department to pay s22 the sum of eight thousand two hundred and fifty dollars (\$8250.00) as compensation for said property and all buildings thereon, save and except a small cottage at present attached to north side of main hotel building. s22 to retain possession and have the right to occupy this cottage in its present position during the pleasure of the Department of Public Works. s22 to retain possession of a parcel of this property lying south of the barn or garage building, and not exceeding 150 feet frontage on Scott Road from the South-east corner of said property and South of a line drawn parallel to the southerly boundary thereof.

When it becomes necessary to demolish the hotel or garage buildings, it is agreed that s22 will be given the opportunity to perform this work, the consideration to be the salvage value of the buildings only. The work of wrecking said buildings and clearing

W.H. L. 10/12/35

431978

C.E.

DEPARTMENT OF PUBLIC WORKS

3088

FROM R.J. Wark, Esq., Right-of-Way Agent, 411 Dunsmuir St., Vancouver, B.C.	TO A. Dixon, Esq., Chief Engineer, Parliament Buildings, VICTORIA, B.C.	DATE September 10th, 1935. ELECTORAL DISTRICT New Westminster OUR FILE 24-1-G. YOUR FILE 3088
SUBJECT New Westminster Bridge Right-of-Way		REFERENCE YOUR LETTER

I beg to acknowledge with thanks receipt of your letter of the 5th instant. I submit the following report as to the standing of right-of-way claims on approaches to New Westminster Bridge.

SOUTH APPROACH.

On Thursday of last week I was able to secure from the Land Surveyors a sketch plan showing the exact areas required from the properties of D. Balcovski and Valley Lumber Company, with definite land ties.

With respect to the s22 property, from which an area of 0.593 of an acre is required, I find that the L/20 of the area contained in the original Crown Grant of this property has not been resumed for highway purposes, neither are there any improvements on the parcel in question. This owner has, therefore, no claim for compensation.

I met the Manager of Valley Lumber Yards Limited yesterday afternoon and discussed with him in detail the merits of his claim against this Department. I attach hereto copy of a letter making an offer of \$5000.00 to the Valley Lumber Yards Limited, to cover all claims herein. This letter is self-explanatory.

With respect to the parcel of land held by s22 under lease as a gas service station, please refer to my letter to you of the 4th instant. I hold that s22 can maintain no claim for compensation in respect to this property. With respect to the hotel property owned by s22 immediately across Scott Road, I have endeavoured to discuss this matter with s22 but he always replies "give me \$10,000.00 and buy me out". The plans submitted to me recently from Major Swan's office show that the right-of-way does not encroach on the hotel building, but only on the barn now in use as a garage. The surveyors have not completed, nor are plans available to show the exact acreage taken with land ties, and until this is available no progress can be made. I understand,

FOR DEPARTMENTAL AND INTERDEPARTMENTAL CORRESPONDENCE ONLY

430039

A. C. E.

PROVINCE OF BRITISH COLUMBIA

DEPARTMENT OF PUBLIC WORKS

FROM R.J. Wark, Right-of-Way Agent	TO A. Dixon, Esq., Chief Engineer, Parliament Buildings, VICTORIA, B.C.	DATE Sept. 10th, 1935. ELECTORAL DISTRICT New Westminster. OUR FILE 24-1-G. YOUR FILE 3088
SUBJECT New Westminster Bridge Right-of-Way. SHEET #2.		REFERENCE YOUR LETTER

however, that the right-of-way will take about one quarter of an acre of s22 land. Compensation for this should not exceed \$500.00. I am not clear whether it will be necessary to move the barn as this will depend almost entirely on the location of the bridge piers. The barn, however, is an old structure in fairly good repair, and compensation, if it has to be demolished, should not exceed \$1500.00. The hotel building is also an old structure and has long since passed its usefulness as a hotel. For a number of years it has been used entirely as s22 residence. This building is now about thirty (30) years old. Providing it develops that this building has to be demolished or removed, I fail to see why s22 claim should exceed \$4000.00. As before stated this matter will remain in abeyance until definite land ties are established.

With respect to the property of Messrs. Conklin and Garrett, this firm is represented by Mr. Joseph Dorgan of New Westminster. The area taken is approximately one quarter of an acre. A claim of \$750.00 was submitted. I have made an offer of \$500.00 and I think there will be no dispute herein.

With respect to the properties of the B.C. Electric Railway Company, I interviewed the Company and at their request I wrote on May 15th submitting a sketch plan to which they replied on May 21st stating that they hoped to be able to write fully as soon as they had enquired into the matter. I heard nothing further from this Company and I wrote again on August 7th. To this letter I have had no reply.

NORTH APPROACH.

I took up with the lessees of water-front lots (north shore of Fraser) the question of our right-of-way through these properties, and during last week I interviewed the Comptroller of the City of New Westminster as to the standing of same. In these cases it is impossible to make progress until the boundaries of the right-of-way are definitely established, and the matter is held in abeyance pending completion of survey.

PROVINCE OF BRITISH COLUMBIA

DEPARTMENT OF PUBLIC WORKS

FROM R.J. Wark, Right-of-Way Agent.	TO A. Dixon, Esq., Chief Engineer, Parliament Buildings, VICTORIA, B.C.	DATE Sept. 10th, 1935 ELECTORAL DISTRICT New Westminster. OUR FILE 24-1-G. YOUR FILE 3088
SUBJECT New Westminster Bridge Right-of-Way. SHEET #3.		REFERENCE YOUR LETTER

I also discussed with the Comptroller of the City of New Westminster the question of right-of-way through Albert Crescent. My information is that title to this property is in the Crown and that therefore, there can be no claim for compensation. In this I expect a definite statement from the Comptroller at any time.

As you are aware Lots 5 and 6 of Block 20 have been purchased and title is now registered in the Crown.

With respect to Lot 7, I have submitted an offer of \$4000.00 which I consider liberal compensation for this property. The owner, however, is demanding \$6000.00 and this claim will have to go to arbitration unless her demand is modified sufficiently.

With respect to Lot 8 owned by [REDACTED] s22 and the property across Wellington Street owned by [REDACTED] s22 I am unable to proceed with an adjustment of these properties until surveys are completed and land ties established. There is a very small encroachment on the Goulet property shown on the plan supplied to me from Major Swan's office, but as no distances are given it is impossible to tell the extent of same. This also applies to the [REDACTED] s22 property where there is an expensive dwelling house. It is not clear as yet whether there will be sufficient encroachment on the property to necessitate the destruction of this building.

The attitude of the Valley Lumber Company in dealing with me certainly does not confirm the suggestion made by Mr. Collins to the effect that said Company will be "reasonably well satisfied providing we can give them an office site on the south side of Pacific Highway, at or near Liverpool Road", and such a suggestion appears to me unreasonable. The statement of claim submitted to this office, and the discussion I had with the Manager of the Company yesterday dispells any possibility of an arrangement of this nature. I am not aware who made the suggestion that the Department wish to assume control, as stated in Mr. Swan's letter, "of the question of the location of the gas station at the South approach,

DEPARTMENT OF PUBLIC WORKS

FROM R.J. Wark, Right-of-Way Agent, 411 Dunsmuir St., Vancouver, B.C.	TO A. Dixon, Esq., Chief Engineer, Parliament Buildings, VICTORIA, B.C.	DATE Sept. 10th, 1935. ELECTORAL DISTRICT New Westminster OUR FILE 24-1-G. YOUR FILE 3088
SUBJECT New Westminster Bridge Right-of-Way. SHEET #4.		REFERENCE YOUR LETTER

FOR DEPARTMENTAL AND INTERDEPARTMENTAL CORRESPONDENCE ONLY

which I gather, will be offered to s22 the owner of the station at the south end of the present bridge" and I do not think that such a course is wise policy for this Department.

As stated to you in my letter of the 4th instant, I consider that the Department will have fulfilled all its obligations to s22 by extension of his lease as therein suggested, and unless there is additional width of right-of-way required for highway purposes east of Liverpool Road, I fail to see why the Department should purchase additional property. Mr. Swan's statement that the "object of placing s22 here will be in order to enable a more favourable deal for right-of-way with him" in my opinion has no merit in fact, and I fail to see why the Department should take such a course for the sole object of appeasing s22 in the matter of a right-of-way through his property.

In view of the attitude of Valley Lumber Company, I would respectfully suggest the importance of immediately resuming the required right-of-way from Liverpool Road to Scott Road by notice in the Gazette under the Provisions of the "Highway Act."



RJW:MB

24-1-G.

RIGHT-OF-WAY AGENT'S OFFICE.

411 Dunsmuir St.,
Vancouver, B.C.,
Sept. 10th, 1935.

Messrs. Valley Lumber Yards Ltd.,
185 - 2nd Avenue West,
Vancouver, B.C.

Dear Sirs:

RE: Fraser River Bridge Approach

With reference to your letter to me of the 5th ultimo, submitting a detailed statement of claim for the portions of your properties at South Westminster required for right-of-way of approach to new Fraser River Bridge, and our interview on the premises yesterday, I hereby submit our offer of compensation for land and improvements taken.

The lands in question are held by you under two (2) titles. One contains 11.71 acres, to which you hold Indefeasible Title. The other parcel contains 4.1 acres, to which you hold a Crown Grant, unregistered. The area required for right-of-way from Parcel 1, (11.71 acs.) is 4.71 acres, out of which we deduct 1/20 of the total area in your Crown Grant, or 0.58 of an acre, which leaves 4.13 acres for which compensation is payable. This land is entirely unimproved. Its assessed value on the Roll of the Municipality is \$2400.00 or a rate of approximately \$200.00 per acre. It was purchased by you in 1930 from the Dominion Government, the price paid being \$1474.00, and this is the value given in your application for registration of title by affidavit on February 14th of this year.

Having regard to the fact set forth by you yesterday that the portion required for right-of-way fronts on Pacific Highway that it therefore has a potential value for subdivision into lots which will be destroyed, I submit an offer of compensation for this land at a rate

-2-

of \$350.00 per acre which for 4.13 acres totals \$1646.50.

With respect to Parcel 2, containing 4.1 acres, the area required for right-of-way is 0.945 of an acre from which we deduct 1/20 of the total area in the Parcel - 0.2 of an acre - leaving 0.745 of an acre for which compensation is payable. This area is improved and forms part of your Lumber Yard. There is a small dwelling house thereon and the westerly boundary of our right-of-way passes through the centre of your factory building. There is also 250 feet of driveway connecting with Pacific Highway, two wells for under drains. The lumber piled along this driveway will have to be moved.

For the 0.745 of an acre I offer compensation of \$500.00. I accept your estimate of the five wells as given under item No. 8 of your claim (\$200.00) and I allow \$100.00 for the two located within the right-of-way. The cost of moving the bridge over road ditch as given under item 10 I consider too high. This should not exceed \$50.00. For the under drain another \$50.00 may be added. In addition to above there are the matters of your driveway and the cost of removing and restoring the lumber piled within the boundaries of the right-of-way. In order that all such contingencies may be adequately covered I will recommend to the Department payment of an additional sum of \$2453.50, the Department to also undertake the expense of moving your small dwelling house to a location satisfactory to you. It will also either move or rebuild your factory on a new location, dimensions and construction to be the same as at present.

The above offers total \$5000.00, which I hereby submit to cover all claims herein without prejudice and subject to the approval of the Department of Public Works.

With respect to your statement of claim as contained in your letter to me of the 5th ultimo, I cannot admit liability on the part of this Department for payment of compensation for any of the items contained therein other than those covered above. Further I wish to point out that there is obvious duplication of claim in items 3 and 4; also in items 5 and 7. Item 6 is in respect to permanent improvements on your property which accrue entirely to your own benefit.

DEPARTMENT OF PUBLIC WORKS

3088

FROM	TO	DATE September 4, 1935.
Right-of-Way Agent, 411 Dunsmuir St., Vancouver, B.C.	A. Dixon, Esq., Chief Engineer, Dept. of Public Works, Parliament Buildings, Victoria, B.C.	ELECTORAL DISTRICT New West'r. OUR FILE 24-1-G YOUR FILE
SUBJECT		REFERENCE
Re: South Approach Fraser River Bridge		YOUR LETTER

Major Swan, C.E., has had read to me a letter he has addressed you in connection with a suggestion made by Mr. Collins for settlement of the matter of right-of-way of South Approach to Fraser River Bridge through the properties of the Valley Lumber Co. Ltd. and the property held by [redacted] s22 under lease from the Government. This suggestion, in brief, is that the Department acquire a sufficient area of land east of Liverpool Road and undertake the expense of removal of the plant and buildings of the Lumber Co. to this site. This course also to apply to the Gas Service Station of [redacted] s22

In this connection I beg to submit my views for such directions as you may consider judicious.

The Valley Lumber Co. owns two blocks of land containing together 15.81 acres. This property has a frontage of 1041.48 ft. on Pacific Highway. The office building and barns of the Company are constructed fronting on Scott Road. A plank road for trucks has been constructed to Pacific Highway. The right-of-way of the bridge approach takes a block of the Lumber Company's land 250 feet in width the whole length of it's frontage of 1041.48 ft., an area of approximately 6 acres. For a distance of approximately 250 ft. from the northerly boundary the land is in use for piling and storing lumber. There is also a small (demonstration) dwelling house and the right-of-way also encroaches on the building equipped and in use as a wood factory. The remainder of the land required for our right-of-way is not in use for any purpose and is entirely unimproved. I may also add that no part of the land Crown Granted to the Lumber Company has been resumed for highway purposes and the Department can therefore take the 1/20th of the area without payment of compensation.

429621

A.C.E.
ME

DEPARTMENT OF PUBLIC WORKS

FROM	TO	DATE September 4, 1935.
Right-of-Way Agent, Court House, Vancouver, B.C.	A. Dixon, Esq., Chief Engineer, Dept. of Public Works, Victoria, B.C.	ELECTORAL DISTRICT New West'r. OUR FILE 24-1-G. YOUR FILE
SUBJECT		REFERENCE
Re: South Approach Fraser River Bridge		YOUR LETTER

- 2 -

I attach, hereto, copy of the Lumber Company's Statement of Claim under eleven items, which aggregate \$19,600.00 plus an unstated amount under item No. 11. This claim is built up on the assumption that the business of the Company is upset, if not destroyed, by the changes in highway connection and that the Dept. is therefore liable for compensation for resulting damages. I presume that it is on this representation that Mr. Collins suggests acquiring a new site and removing the plant of the Lumber Co. thereto.

The suggestion that the business of the Lumber Co. will suffer unduly by the dislocation of traffic, or that there is any need to move it's plant and storage yards appears to me untenable, and all claims based on this assumption should be dis-regarded. That the business of a retail lumber company with supply stations at various points in the Fraser Valley, each serving the local market and making delivery of orders almost entirely with it's own trucks, requires or depends on being in touch with traffic such as flows on Pacific Highway, has no merit and cannot be substantiated in fact. In this matter the business of a lumber company is distinct and different to a gasoline service station or other business catering to the recurring needs of the travelling public.

The Valley Lumber Co. purchased these lands in recent years from the Dominion Government at a price of approximately \$125.00 per acre. The assessed value of the 11.71 acre parcel is \$2,400.00 and there are no improvements thereon. The 4.1 acre parcel on which the buildings and lumber yards are located has an assessed value of \$1,000.00 for land and \$4,000.00 for improvements.

PROVINCE OF BRITISH COLUMBIA

DEPARTMENT OF PUBLIC WORKS

FROM Right-of-Way Agent, Court House, Vancouver, B.C.	TO A. Dixon, Esq., Chief Engineer, Dept. of Public Works, Victoria, B.C.	DATE Sept. 4, 1935. ELECTORAL DISTRICT New West'r. OUR FILE 24-1-G. YOUR FILE
SUBJECT Re: South Approach Fraser River Bridge.		REFERENCE YOUR LETTER

- 3 -

In my opinion there should be no question of the Dept. undertaking the expense of purchasing a new site and moving the Company's plant thereto, and I fail to see any justification for this course. I therefore recommend that the Department do not entertain the suggestion made by Mr. Collins and that compensation be tendered for the land and improvements taken strictly in accordance with the provisions of the Highway Act under which I understand it is intended to resume this land for highway purposes.

I am awaiting plans from our surveyors giving definite areas and land ties and when these are at hand I shall submit an offer of a reasonable measure of compensation herein covering only the value of the lands required and the improvements thereon. To entertain the suggestion of liability for loss of business through highway diversion---which in this case I do not concede--introduces an element into our adjustment unauthorized by Statute and portentous in so far as expense is concerned.

The position I have outlined above in respect to the plant of the Valley Lumber Co. equally applies to the Gas Service Station of [s22] [s22] [s22] held a lease on a 2.68 acre parcel from the Dept. of Public Works; said lease expired on July 1st of this year, and by the terms of said lease the buildings of the Gas Station are now the property of the Department. [s22], however, was advised by letter from the Hon. Dr. Sutherland at the time he arranged the lease of this land that a renewal for a term of 12 years would be granted. While this letter does not appear to have any legal sanction I submit that it was reasonable for [s22] to consider it sufficient to guarantee a renewal of his lease for the time stated and I think the matter should be dealt with accordingly.

DEPARTMENT OF PUBLIC WORKS

FROM Right-of-Way Agent, 411 Dunsmuir St., Vancouver, B.C.	TO A. Dixon, Esq., Chief Engineer, Parliament Buildings, Victoria, B.C.	DATE Sept. 4, 1935. ELECTORAL DISTRICT New West'r. OUR FILE 24-1-G. YOUR FILE
SUBJECT Re: South Approach Fraser River Bridge.		REFERENCE YOUR LETTER

- 4 -

The plans which have recently been submitted to me show that the buildings of the Gas Station will not be interfered with and it's business can proceed without interruption; in fact it should be materially increased by the activity in that vicinity during bridge construction. A portion of this property (1.25 acres) required for our right-of-way is in use only as a grain or hay field and s22 will therefore suffer no appreciable damage by the loss or the use of same. In any case consideration can be given in the matter of his annual rental. My suggestion now is that s22 be offered a renewal of his lease for a term of 5 years as authorized by Statute, reserving therefrom the right-of-way of the bridge approach. At the end of this term he can make his own arrangements and decide whether he wants his lease continued.

If it should develop that the business of his gasoline station has suffered through dis-location of traffic to the extent of not being worth operating he can abandon same and make other arrangements. I fail to see any reason why the Department should be asked to become patron to s22 in the matter of re-instating him in a more advantageous position and I consider it's obligations discharged by continuing his lease as above recommended.

I await your instructions herein.

RJW/MB
Encl.


R.J. WARK
Right-of-Way Agent.

August 5th, 1935.

Statement of Claim made by the Valley Lumber Co., New West'r., B.C.

1. Acquiring frontage on Liverpool Road	\$1,000.00
2. Part cost of siding to buildings on new location	2,000.00
3. General depreciation of property as a result of loss of Highway frontage and ready access from and to the present Pacific Highway	2,500.00
4. Value to us of 1041.48 feet highway frontage	4,200.00
5. Allowance for moving and/or rebuilding driveways, piling forms, buildings, electric light and power lines	3,000.00
6. Clearing and draining new Yard site	1,500.00
7. Filling new driveway and piling area with gravel, shavings, edgings and timbers	2,500.00
8. Digging new wells for fire protection, covering and fencing same	200.00
9. Disruption of business and inconvenience caused through moving of plant	2,500.00
10. Loss of value of present bridge over ditch to Highway and construction of new bridges over proposed ditch to give access to new Yard	200.00
11. Possible damage to new Yard site as a result of the weight of a 40 foot fill	(unstated)
	<u>\$ 19,600.00</u>

September 5th, 1935.

R.J.Wark, Esq.,
Right of Way Agent,
411 Dunsmuir St.,
Vancouver, B.C.

New Westminster
3088

New Westminster Bridge Right of Way.

I herewith enclose for your information, copy of letter received from Mr. W.G.Swan, Consulting Engineer in connection with the above. I enclose for your information copy of my letter of even date in reply to Mr. Swan. I wish you please to arrange accordingly. I would like to be advised as to how the whole situation now stands and what you have to say with reference to Mr. Swan's suggestions.

A. DIXON.

GPN:NP

September 5th,
1935.

New Westminster Bridge.

Sir:

Please accept my thanks for your letter of the 29th ultimo, in connection with the above.

I have had an opportunity of discussing this matter with Honourable Mr. Pattullo, Acting Minister of Public Works, and Mr. Pattullo feels that there is liable to be misunderstandings and difficulties if more than one person takes any part in connection with securing the right-of-way for the bridge. At the same time Mr. Pattullo appreciates Mr. Collins' kindness in offering assistance to Mr. Wark in this matter.

Mr. Wark has been instructed that he is personally in charge of securing the right-of-way and I think it would be well therefore to leave all negotiations in his hands.

Yours obediently,

A. DIXON.

Chief Engineer.

Mr. W.G. Swan, C.E., M.E.I.C.,
814 Birks Building,
Vancouver, B. C.

GPN:NP

REPRESENTING
MONSARRAT & PRATLEY, BRIDGE ENGINEERS
VICE-PRES. COLBY CRANE & ENGINEERING, LTD.

W. G. SWAN, C.E., M.E.I.C.
CONSULTING ENGINEER

PHONE TRINITY 2421



VANCOUVER, B.C.

814 BIRKS BUILDING

August 29th, 1935.

Arthur Dixon, Esq.,
Chief Engineer,
Department of Public Works,
Victoria, B. C.

ASSISTANT CHIEF ENGINEER

SEP 4 1935

PUBLIC WORKS DEPT.
VICTORIA, B. C.

Dear Mr. Dixon: New Westminster Bridge: Right-of-Way

In the matter of the right-of-way for the approach to the South end of the bridge, Mr. Collins of the Fraser River Bridge Company has been endeavouring to assist Mr. Wark in the matter of securing the necessary property from the Valley Lumber Company. My advice from Mr. Collins is to the effect that the Valley Lumber Company will be reasonably well satisfied provided that we can give them an office site on the South side of Pacific Highway at or near the Liverpool Road. This will mean acquiring additional property on the South side of the Pacific Highway adjoining and immediately East of the Liverpool Road. It is suggested that additional property should be 600' along Pacific Highway by 200' in depth. The acquisition of this property will also control the question of location of a gas station at the South approach which I gather will be offered to s22 the owner of the station at the South end of the present bridge. The object of placing s22 here will be in order to enable a more favourable deal

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Arthur Dixon-2.

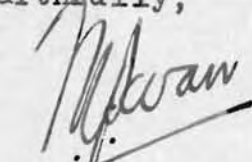
August 29th, 1935.

for right-of-way with him.

I understand that Mr. Wark is going to Victoria tonight and that he approves the suggestion for the additional property referred to in this communication.

Messrs. Burnett & McGugan are now in the field making the surveys authorized by your letter of August 14th.

Yours faithfully,



W. G. Swan,
Consulting Engineer.

WGS/S

4623

July 27, 1935

s22

Dear Sir:-

Please be advised that your application of July 10 enclosing certified cheque for \$120.00 is still under advisement by the Department.

Yours truly,

CHIEF ENGINEER

FHM/EG

4623

s22

July 10th. 1935.



Minister of Public Works
Parliament Buildings,
Victoria, B.C.

Dear Sir;

I am writing to you with reference to a certain lease which I hold covering Provincial Government lands at the Junction of Pacific Highway and Scott Road at South Westminster, and herewith enclose my certified cheque for \$120.00 being the annual rental of same payable in advance.

The original lease was granted in 1924 and the Department fyle is No.4623 and you will have on fyle copy of letter dated October 27th. 1924 from your Department, undertaking to renew the above lease at the expiration of the term set forth therein for the further term of twelve years for which I am now making application.

Thanking you in anticipation of your early and favourable consideration.

I am,

Yours truly,

s22

137
Hands Forwarded
Rental paid - no more
leave period - for 1935 - Jan 10/36
From
Public Trust

Receipt No
0719918
AWP
426061



C.A.

MEMORANDUM

3088

ATTORNEY-GENERAL'S OFFICE,

TO Chief Engineer,

Public Works Department,

P-211-1-35 VICTORIA May 27th 1935.

BUILDINGS.

MAY 26 1935

Re: Proposed Fraser River Bridge
New Westminster.

Replying to your memorandum of the 23rd instant, it is a little difficult to advise you properly in this matter without knowing all the facts existing at the time the lease was entered into. Assuming the Minister of Public Works had authority to enter into this lease I think, generally speaking, the letter written by the then Minister of October 27th 1924 to the lessee amounts to an agreement to renew the lease, which would be enforceable if any consideration was given for this agreement. Although the facts are not clear it would appear that there was some sort of consideration by the lessee putting up more permanent and expensive improvements on the land than he had originally intended at the time of entering into the lease, as these improvements became the property of the lessor at the expiration of the lease. See paragraph 9 of the lease.

I am not at all satisfied, however, that the Minister of Public Works had authority to enter into this lease including the renewal agreement. The matter is governed by section 44 of the "Public Works Act", which was re-enacted in 1930, but on the 16th day of July 1923 was in the form appearing in the Revised Statutes of 1924. Under that section an Order-in-Council is required approving any disposition of this kind, and if no Order-in-Council authorized this lease the same is not binding on the Government. Furthermore the power of the Lieutenant-Governor in Council to lease land under this section applies only to land taken for public works purposes, which is no longer required for that purpose and it is difficult to know how the leasing of the land in question came under the jurisdiction of the Minister of Public Works. Unless it was part of a road or highway or property acquired for some public work it would come under the jurisdiction of the Department of Lands, and its disposition would be governed by the provisions of the "Land Act".

Your file herewith.

Deputy Attorney-General.

ENCL.

422742

A.C.E.

File #3088.

23rd May, 1935.

Proposed Fraser River Bridge, New Westminster.

MEMORANDUM: Deputy Attorney-General, Buildings.

Please refer to letters #421821 and #422028 on this file, and plan attached, which are self-explanatory.

Attached to Letter #422028 is a copy of the letter referred to by the Right-of-Way Agent, which was written by Dr. Sutherland during the time he was Minister of Public Works.

Before any action is taken in connection with this matter I would appreciate your advising me what bearing Dr. Sutherland's letter has on the matter and whether this Department is legally bound thereby.

The lease referred to is attached.

Chief Engineer.

AD:EL
encl:

PROVINCE OF BRITISH COLUMBIA

DEPARTMENT OF PUBLIC WORKS

3088

FROM Right-of-Way Agent, Court House, Vancouver, B.C.	TO Chief Engineer, Parliament Buildings, VICTORIA, B.C.	DATE May 17th, 1935. ELECTORAL DISTRICT New Westminster. OUR FILE 24-1-G. YOUR FILE 3088
SUBJECT Approach Fraser River Bridge, New Westminster.		REFERENCE YOUR LETTER

FOR DEPARTMENTAL AND INTERDEPARTMENTAL CORRESPONDENCE ONLY

18 1935

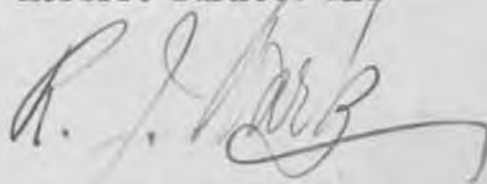
Please refer to my letter to you of the 15th instant.

Since writing I was called on the 'phone by Dr. Sutherland, M.L.A., former Minister of Public Works, who corroborates the statement made by s22 that he gave a letter committing the Department to a renewal of the lease for an additional twelve (12) years.

Dr. Sutherland suggests that the files of the Department be searched for a copy of this letter. Will you be good enough to have this done as it will have an important bearing on the rights of s22 to occupy this piece of property after July 1st of this year. I would like to have a copy of said letter for our guidance.

I enclose a pencil sketch showing, outlined in red, the portion of the property under lease to s22 required for approach to the bridge as per plan supplied me by Messrs. Burnett and McGugan.

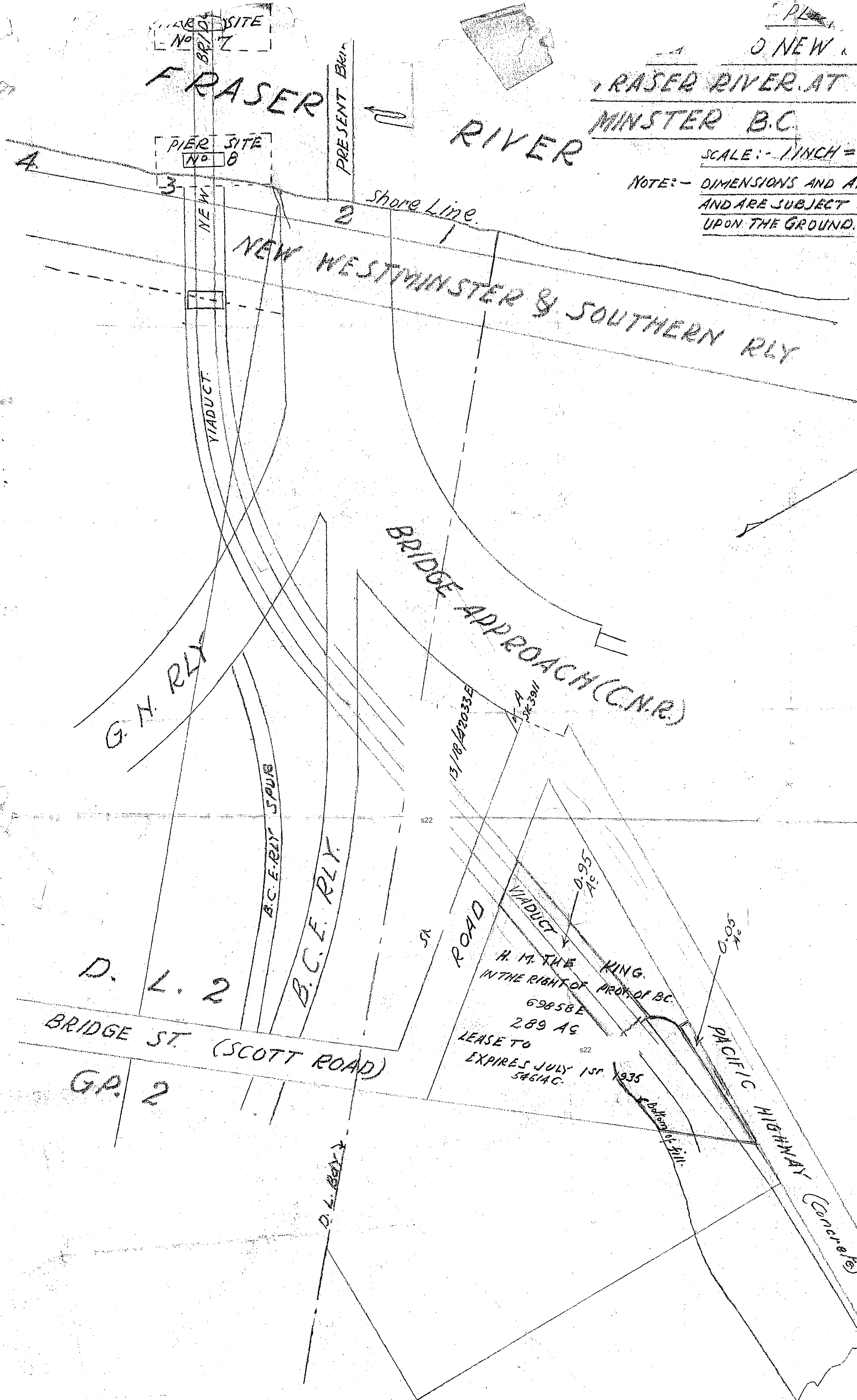
RJW:MB
encl.



422028

See letter
422028 to
C. E. ACE

NOTE:- DIMENSIONS AND AREAS ARE APPROXIMATE
AND ARE SUBJECT TO CORRECTION BY SURVEY
UPON THE GROUND.



DEPARTMENT OF PUBLIC WORKS

3088

FROM Right-of-Way Agent, Court House, Vancouver, B.C.	TO Chief Engineer, Parliament Buildings, VICTORIA, B.C.	DATE May 15th, 1935. ELECTORAL DISTRICT New Westminster OUR FILE 24-1-G. YOUR FILE 3088
SUBJECT Proposed new bridge, New Westminster.		REFERENCE YOUR LETTER

FOR DEPARTMENTAL AND INTERDEPARTMENTAL CORRESPONDENCE ONLY

16 1935

In searching title of the properties required for right-of-way of approach to the New Westminster bridge, as supplied to me by Messrs. Burnett and McGugan, Surveyors, New Westminster I find that s22 holds a lease of a 2.89 acre parcel from the Government, said lease having been signed by the Honourable Dr. Sutherland, Minister of Public Works. The lease is for twelve (12) years from the 1st day of July, 1923 to the 1st day of July, 1935, and there does not appear to be any clause with respect to renewal in the lease filed in the Land Registry Office.

s22 however, asserts that he has a letter from the Honourable Dr. Sutherland to the effect that the lease is subject to renewal for an additional twelve (12) years. It appears to me that no renewal of this lease should be made without excluding therefrom the area required for the approach to the bridge, which contains one (1) acre. I thought it wise to report this matter to you immediately so that the Department may take steps to protect its interests herein.

With respect to the improvements made by s22 on this property, the following is clause 9 of said lease:-

"and it is hereby agreed and declared that all erections, buildings, and improvements hereafter put on the said land shall (in addition to other fixtures thereon) thereupon become part of the realty.

RJW:MB

421821

Letter No:

Date:

Land purchased March 21, 1922, from Dominion Department of Interior for sum of \$115.60 being in Section 18 of Block 5, north, in Range 2 west, in Township No. 38 west of Coast Meridian.

153969

May 5, 1923- Application made by s22 to lease above property at junction of Pacific Highway and Scott Road.

May 11, 1923- Outward to s22 advising him that the Government will not lease the property.

154585

May 17, 1923- Inward from s22 offering to gravel, and drain property if lease is granted. Will also cultivate balance of land not taken up by his proposed service station.

1155161

May 23, 1923- Inward letter from Premier Oliver recommending that in view of the fact that s22 will gravel and drain the property, the lease should be granted.

155499

June 7, 1923- Inward from Inspector of Legal Office enclosing draft lease.

156087

June 19, 1923- Inward from Inspector of Legal Offices enclosing a revised copy of Order-in-Council.

156617

June 26, 1923- Order-in-Council #750 authorizing Minister of Public Works to execute a lease of the property to Wise.

Lease dated July 16, 1923, to be effective from 1st July, 1923, for a term of 12 years ; calling for a yearly rental of \$60.00 payable, in advance. s22 to pay all taxes, to gravel and fill in a portion of property indicated on plan till level with Trans-Prov. Highway and Scott Road; this to be done within 50 days. The work of erecting Gas Station and Public lavatories to be completed in 90 days. s22 to keep the property and buildings in good repair at all times. The work to be under the Supervision of the Engineer at New Westminster.

June 30, 1923- Outward to s22 advising him that Order-in-Council had been signed. Also asking him to sign the agreement attached and return same together with copies of plans and specifications for the Service Station.

156986

July 5, 1923- Inward from J. D. Kennedy, Solicitor for s22 asking that provision be made in the lease giving s22 the option to renew the lease for another 12 years upon expiration of present term. This request being made in view of the expense to which s22 will be placed. Should this be granted s22 agrees to pay the rental not more than double the present rate of \$60.00 per year.

July 18, 1923- Outward to J. D. Kennedy declining to alter lease in accordance with his suggestion.

157470

July 16, 1923- Inward from J. D. Kennedy enclosing lease duly signed also cheque for \$60.00 being first year's rental.

July 25, 1923- Outward to J. D. Kennedy acknowledging cheque and forwarding him a copy of the lease for his files.

July 26, 1923- Outward to Verner, District Engineer, enclosing him a copy of lease and requesting him to see that the conditions contained therein are carried out.

Lease signed given 30th 1923

Letter No.

Date:

158081

July 28, 1923- Inward from s22 enclosing copies of plans for station as requested in our letter to him of June 30, 1923.

Aug. 3, 1923- Outward to s22 advising that until specifications are received the Department cannot properly approve of the plans. Suggestion made that as the work is to be under the supervision of the Engineer at New Westminster the specifications be sent direct to him.

Aug. 3, 1923- Outward to Verner asking for detailed report when he received necessary information from s22

Sept. 5, 1923- Outward to Verner asking for detailed report as to progress being made by s22 also as to whether the terms of the agreement have been complied with.

160156

Sept. 12- 1923 Inward from Verner advising that fill has been completed and sceptic tank installed; also that gas tank has been installed in accordance with Fire Marshall's regulations.

Sept. 13, 1923- Letter to Supervising Architect asking for his comments on the specifications.

160333

Sept. 17, 1923- From Supervising Architect recommending that Mr. Muirhead inspect the electrical layout and that Mr. Thomas inspect the gasoline arrangements.

Sept. 19, 1923- Outward to Mr. Verner enclosing copy of Architects letter and asking him to notify us when the building has been completed to his satisfaction

172443

June 9, 1924- Inward from Mr. Verner advising that the work has been completed in a satisfactory manner and that the terms of the agreement have been carried out.

174108

July 23, 1924- Inward from Superintendent of Lands enclosing Wise's cheque for \$60.00 being rental to July 1925.

176814

Sept. 23, 1924- Inward from s22 asking for assurance that he will be granted an extension of the present lease when it expires. He points out that he has made conditions much safer for the public at the corner occupied by his station.; also that he has been put to a considerable expense.

Oct. 27, 1924- Outward to s22 advising him that the Government will renew his lease for another 12 years at the expiration of the present term, providing he pays an annual rental of \$120.00. The renewal to be granted in view of the value of the buildings erected by him on our property.

189298

June 20, 1925p Inward from Superintendent of Lands enclosing s22 cheque for \$60.00 being rental for year up to July, 1925.

196676

Nov. 25, 1925- Inward from J. D. Kennedy stating that wishes to have lease registered in the New Westminster s22

Letter No.

Date.

Registry office and asking that we complete the lease in this connection; also requesting that the sketches be signed and duly returned.

Dec. 19, 1925- Outward to J. D. Kennedy returning lease and tracings completed.

206992 June 29, 1926- Inward from Superintendent of Lands enclosing s22 cheque for \$60.00 being rent to July, 1927.

224397 July 4, 1927- Inward from s22 enclosing cheque for \$60.00 being rental to July 1928.

242688 July 4, 1928- Inward from Superintendent of Lands enclosing s22 cheque for \$60.00 rental to July 1929.

260052 May 16, 1929- Inward from Superintendent of Lands enclosing s22 cheque for \$60.00 rental to July 1930.

286637 June 23, 1930- Inward from Superintendent of Lands enclosing s22 cheque for \$60.00 for rental to July 1931.

315982 June 12, 1931- Inward from s22 enclosing cheque for \$60.00 being rental to July 1932.

351934 July 4, 1932- Inward from s22 enclosing cheque for \$60.00 being rental to July 1933.

378002 June 27, 1933- Inward from s22 enclosing cheque for \$60.00 being rental to July 1934.

403033 Aug. 8, 1934- Inward from s22 enclosing cheque for \$60.00 being rental to July, 1935

4623 A

s22

August 8th 1934

Chief Engineer,
Department of Public Works,
Parliament Buildings,
Victoria B. C.



Dear Sir :

Herewith enclosed find cheque for \$60.00, being rental of lands at junction of Scott Road and Pacific Highway, in Municipality of Surrey, for year ending June 30.1935.

Your acknowledgment will oblige,

Inc.1.

Yours truly,

s22

Handwritten: Receipt 17/

Handwritten: Receipt 11/ 49938
m

403033

C.A.

s22

4623

June 27th 1933



Mr Phillip
Chief Engineer,
Deputy Minister of Public Works,
Victoria B.C.

Dear Sir:

RK
Herewith inclosed find cheque for \$60.00 in
payment of rent to June 30th 1934 of portion of land being part
of Section 18. North Range 3 West, as per Lease.

Your acknowledgment will oblige,

Inc I.

Yours truly,

s22

C.A.

378002

4623

s22

July 4th 1932

P. Phillip, Esq.,
Chief Engineer,
Department of Public Works,
Parliament Buildings,
Victoria, B.C.



Dear Sir:

Herewith enclosed find cheque for \$60.00,
being rent of land, (Part of Section 18. Blk 5.N.R 2West, at
junction of Pacific Highway & Scott Road, in the Municipality
of Surrey) to June 30th 1933.

Kindly acknowledge receipt and oblige,

Inc. I.

Yours truly,

[Handwritten signature]
99054E
351934

s22

C. A.

MUNICIPALITY OF SURREY, B.C.
NOTICE OF ASSESSMENT, 1932

SURVEYOR OF TAXES
RECEIVED
JAN 4 - 1932
file 4620

NOTE.—ALL LANDS ARE ASSESSED AS "IMPROVED."

File No. _____

DESCRIPTION OF PROPERTY									NO. OF ACRES OR LOTS	VALUE PER LOT	VALUE OF IMPROVEMENTS	TOTAL VALUE OF LAND ONLY
RE-SUB DIVISION	BLOCK	SUB- DIVISION	QUARTER	SECTION	TOWN- SHIP	BLOCK 5 RANGE WEST	GROUP 2 DISTRICT LOT	MAP No.				
			<i>R7</i>	<i>18</i>		<i>2</i>			<i>2.5</i>		<i>1200</i>	<i>1250</i>
<i>Owned by Dept. at junction of Pacific Highway & Scott Road see paragraph 2 of agreement July 1923</i>												

s22

TAKE NOTICE that the above property is assessed as above for the year 1932. Court of Revision will be held at the Municipal Hall, Cloverdale, B.C., on 8th February, 1932, at 10 a.m. Section 221 of the Municipal Act reads as follows:

"221. (1) If any person is of the opinion that an error or omission exists in or upon the assessment roll as prepared by the assessor, in that the name of any person has been wrongfully inserted in or omitted from the roll, or that any land or improvements within the municipality has or have been wrongfully entered upon or omitted from the roll, or that any land or improvements has or have been valued at too high or too low an amount, or that any land has been improperly classified, he may, personally, or by means of a written communication over his signature, or by a solicitor, or by an agent authorized by him in writing to appear on his behalf, come before the Court of Revision and make complaint of such error or omission, and may in general terms state his ground of complaint, and the Court shall either confirm the assessment or direct the alteration thereof.

(2) The Municipal Council may, by its clerk, solicitor, or otherwise, make complaint against the said roll or any individual entry therein, and upon any ground whatever, and the Court of Revision shall deal with the matter of such complaint, and either confirm the assessment or direct the alteration thereof.

(3) Every complaint shall be made in writing and shall be delivered to the assessor at least ten days prior to the first annual meeting of the Court of Revision."

Cloverdale, B.C., 30th, December, 1931.

JOHN G. FARMER, Assessor.

June 12th 1931

CHIEF ENGINEER OF D.P.W.
RECEIVED
P. Philip, Esq., 13 1931
Chief Engineer,
Department of Public Works,
Victoria, B.C.

Dear Sir:

Herewith enclosed please find cheque
for Sixty Dollars (\$60.00), being rental of land,
(part of Section 18, Blk 5 N.R. 2 West, at junction of
Pacific Highway and Scott Road, South Westminster),
up to June 30th 1932.

Kindly acknowledge receipt and
oblige,

Yours truly.

s22

315982

C.A.

June 26, 1930.

s22

Dear Sir:

Your letter of the 19th of June addressed to the Department of Lands enclosing your cheque for \$60.00 covering rental of land has been handed to me and I enclose official receipt 47079-E.

Would you kindly address your future correspondence in connection with this letter to the undersigned.

Yours truly,

CHIEF ENGINEER.

HWE:ET

June 26, 1930

Memo. to Department
of Lands,

4623

046592

Re s22 letter.

I have to acknowledge receipt of
your memorandum dated 23rd instant enclos-
ing copy of letter received from s22
s22 together with his cheque for \$60.00,
rental of land at New Westminster which
has been duly acknowledged direct.

I am requesting s22 to communicate
in future direct with this Department.

P. PHILIP.

HWE:ET



THE GOVERNMENT OF
THE PROVINCE OF BRITISH COLUMBIA

DEPARTMENT OF LANDS
LANDS BRANCH

4623
VICTORIA, B.C.

23rd June, 1930.

MEMO. TO THE DEPARTMENT OF PUBLIC WORKS.

CHIEF ENGINEER OF D.
RECEIVED

JUN 24 1930

Please refer to File 046592.
Attention "Accounts".

Enclosed herewith please find copy of
a letter received from ^{s22}, together with cheque for
the sum of \$60.00 referred to therein, which
has been endorsed over to your Department.

Stewart Layton,
Superintendent of Lands.

HEM/MW.

286637

LCW
C.A.

C O P Y.

s22

June 19th, 1930.

The Department of Lands,
Parliament Buildings,
VICTORIA, B.C.

Herewith enclosed please find cheque for
\$60.00 covering rental of lands at South Westminster, up to
June 30th, as per lease.

Yours truly,

(Sgd)

s22

Collins & Green
Barristers, Solicitors,
Notaries

H. C. Green

F. Hay Collins LL.B.

SUITE 404-406 ROGERS BLDG.

GRANVILLE AND PENDER STS.

CABLE ADDRESS:—"COLLREEN"

CODES { BENTLEY'S
WESTERN UNION

TELEPHONES SEYMOUR 2080-2081



Vancouver, B.C.

February 28th 1930.

Deputy Minister of Public Works,
Parliament Buildings,
VICTORIA, B. C.

Dear Sirs:-

Re - Delta District - application
re 33' Strip Near Junction Pacific
Highway and Scott Road and Re Valley
Lumber Yards Limited -

We are sorry to trouble you again
in this matter, but we would be obliged if you would kindly
refer to our letters of the 5th instant and the 7th instant
herein. Our thought in the matter is that the Government
could be in no way prejudiced or inconvenienced if it granted
to VALLEY LUMBER YARDS LIMITED not a lease but a license at
a small monthly remuneration and the license could provide
the term that our Clients be required to vacate any portion
or the whole of the right of way upon receiving such length
of notice as you may deem wise.

As you know Valley Lumber Yards Limited
went into possession quite innocently believing that the

277879

D.M. & P.W.E.

Deputy Minister of Public Works.....2.

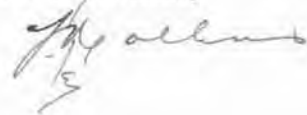
strip was contained in the portion of land purchased from the Dominion Government and they would like to feel that they were not in any way trespassing while continuing to keep this strip at the pleasure of your Department.

We will very much appreciate an early reply.

Yours truly,

COLLINS & GREEN,

Per



FKC:J.

File #4623

FEB. 28th
1930

Delta District
Application re 33' Strip near Junction
Pacific Highway and Scott Road and re
Valley Lumber Yards Limited

Sirs:

In reply to your letter of the 17th instant, I regret very much it will not be possible to alter the decision of the Department in connection with the above matter. We may wish at any time to open up Bridge Street and I consider it would not be in the public interest to grant the lease.

I am, therefore, unable to recommend to the Minister that action be taken along the lines you suggest.

I am,
Yours very truly,

Deputy Minister and
Public Works Engineer.

Messrs. Collins & Green,
Suite 404-6 Rogers Building,
Vancouver, B. C.

PP:AW

Collins & Green
Barristers, Solicitors,
Notaries

H. C. Green

F. Hay Collins LL.B.

SUITE 404-406 ROGERS BLDG.

GRANVILLE AND PENDER STS.

Vancouver, B. C.

February 17th 1930:



Department of Public Works,
Parliament Buildings,
VICTORIA, B. C.

Dear Sir:-

Re - Delta District - Application re
33' Strip Near Junction Pacific High-
way and Scott Road and Re Valley
Lumber Yards Limited -

We beg to direct your attention to our letter herein of the 5th instant. We feel quite sure that the Government would be in no way prejudiced by the grant of a license instead of a lease which was previously requested. The license could be subject to a small rental and subject to cancellation upon any reasonable notice that the Department might see fit to give. Although the notice might be 24 hours notice, we should suggest that 30 days notice would be reasonable under the circumstances.

We would appreciate an early reply.

Yours truly,

COLLINS & GREEN,

Per

A handwritten signature in dark ink, appearing to read "F. Hay Collins".

FKC:J.

Collins & Green

Barristers, Solicitors,
Notaries

H. C. Green

F. Kay Collins, LL.B.

SUITE 918-919 ROGERS BLDG.

GRANVILLE AND PENDER STS.

CABLE ADDRESS:—"COLLREEN"

CODES { BENTLEY'S
WESTERN UNION

TELEPHONES SEYMOUR 2080-2081

4675



Vancouver, B.C.

February 5th 1930.

Department of Public Works,
Parliament Buildings,
VICTORIA, B. C.

Dear Sirs:-

RE: DELTA DISTRICT - APPLICATION RE
33' STRIP NEAR JUNCTION PACIFIC HIGH-
WAY AND SCOTT ROAD AND RE VALLEY
LUMBER YARDS LIMITED -

We note from your favor of the 29th ultimo that the Department may at some time in the future wish to open Bridge Street to offer direct access to the Pacific Highway and that therefore the Government does not wish to either sell or lease the property.

We further note that our Clients will be required to vacate upon receipt of notice from the District Engineer. Our Clients' position is that they went into occupation of the strip in question and erected a building thereon in the bona fide belief that this strip of property was included in their purchase of the adjoining property from the Government. Might we suggest that it would not prejudice the Provincial Government in any way to grant a license at a

276449

See 277055

D.M.B.W.E.

Department of Public Works.....2.

small rental subject to the term that our Clients must vacate on notice from the District Engineer. Possibly you might find it reasonable to have the license provide that reasonable notice such as thirty days or some other period satisfactory to your Department be given. We submit that a license would not prejudice your Department in any way and would give a feeling of security to our Clients.

Yours truly,

COLLINS & GREEN,

Per

J. H. Collins
1/3

FKC:J.

January 29th, 1930.

re Delta District - Application re 33'
Strip Near Junction Pacific Highway
and Scott Road

Sirs,

I have delayed acknowledging receipt of yours of the 16th instant until hearing from our District Engineer.

Since the Department may wish to open up Bridge Street to offer direct access to the Pacific Highway, it is not the intention either to dispose of or lease the 33' strip referred to in this correspondence.

Kindly therefore note that you will require to vacate any portion of this Right of Way on receipt of notice from the District Engineer.

Yours obediently,

Messrs. Collins & Green,
404-406 Rogers Bldg.,
Vancouver, B. C.

Deputy Minister and
Public Works Engineer.

FLM:JB

District Engineer,
New Westminster, B.C.

Jan. 29th, 1930.
Delta
4623
9-20-23-A

Application re 33' strip near Junction
Pacific Highway and Scott Road

I thank you for yours of the
23rd inst., and agree with you that it would
be inadvisable to permit the Lumber Company
to use this right of way.

From the enclosed copy of letter
to them of to-day's date, you will note that
they will be expected to vacate same on in-
structions from yourself, but, of course, only
where actually required for road purposes. It
should not be necessary to disturb them other-
wise.

Deputy Minister and
Public Works Engineer.

FLM:JB
Enc.

File #4623

PROVINCIAL GOVERNMENT OF BRITISH COLUMBIA.

PUBLIC WORKS DEPARTMENT.

MEMO. Office Engineer:

JAN. 28th
1930

Please advise the applicants in accordance with the last paragraph of letter #275734 of this file.

Lilipaw

PP:AW

NOTED _____
ANSWERED _____
ATTENDED TO _____

JAN 28 1930

OFFICE ENGINEER,
PUBLIC WORKS DEPT.,
VICTORIA, B. C.

DEPARTMENT OF PUBLIC WORKS

FROM Asst. Dist. Engr., New Westminster, B.C.	TO District Engineer, New Westminster, B.C.	DATE Jany. 23rd, 1930. ELECTORAL DISTRICT Delta OUR FILE 9-20-23-A YOUR FILE 4623.
SUBJECT Application re 33' strip near Junction Pacific Highway & Scott Rd.		REFERENCE Jany. 15th. YOUR LETTER JAN 27 1930

VICTORIA, B.C.
With reference to the Department's letter of the 15th inst., re the above, I am enclosing herewith a sketch showing the 33 ft. strip that the Valley Lumber Yards are applying for. The whole parcel outlined in red is owned by the Department, all of which is under lease to s22 for twelve years, with the exception of the hatched portion.

A condition of s22 lease is that the Department has the right at any time to enter and acquire sufficient land at any time to make a 66 ft. road connection from Bridge Street to the Pacific Highway. This 66 ft. road, as you will see from the sketch attached, would take in the 33 ft. strip that the Valley Lumber Yards wish to acquire.

We may wish at any time to open Bridge Street, which is the main trunk road to Ladner, to give direct access to the Pacific Highway, and in view of this, I do not consider it in the public interest to grant the lease and I would recommend against same accordingly.

HCA/P.
Encls.

H. C. Henderson

Approved - Jany. 23rd, 1930.

E. N. Kerner
District Engineer.

D.M. & P.W.E.

Asst. Dist. Engr.,
New Westminster,
B.C.

District Engineer,
New Westminster,
B.C.

Jany. 23rd, 1930.

Delta
9-20-23-A
4623.

Application re 33' strip near
Junction Pacific Highway & Scott Rd.

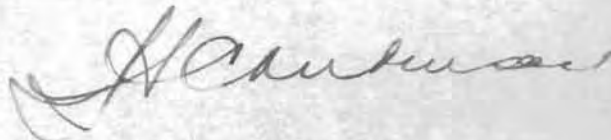
Jany. 15th.

With reference to the Department's letter of the 15th inst., re the above, I am enclosing herewith a sketch showing the 33 ft. strip that the Valley Lumber Yards are applying for. The whole parcel outlined in red is owned by the Department, all of which is under lease to ^{s22} for twelve years, with the exception of the hatched portion.

A condition of ^{s22} lease is that the Department has the right at any time to enter and acquire sufficient land at any time to make a 66 ft. road connection from Bridge Street to the Pacific Highway. This 66 ft. road, as you will see from the sketch attached, would take in the 33 ft. strip that the Valley Lumber Yards wish to acquire.

We may wish at any time to open Bridge Street, which is the main trunk road to Ladner, to give direct access to the Pacific Highway, and in view of this, I do not consider it in the public interest to grant the lease and I would recommend against same accordingly.

HCA/P.
Encls.

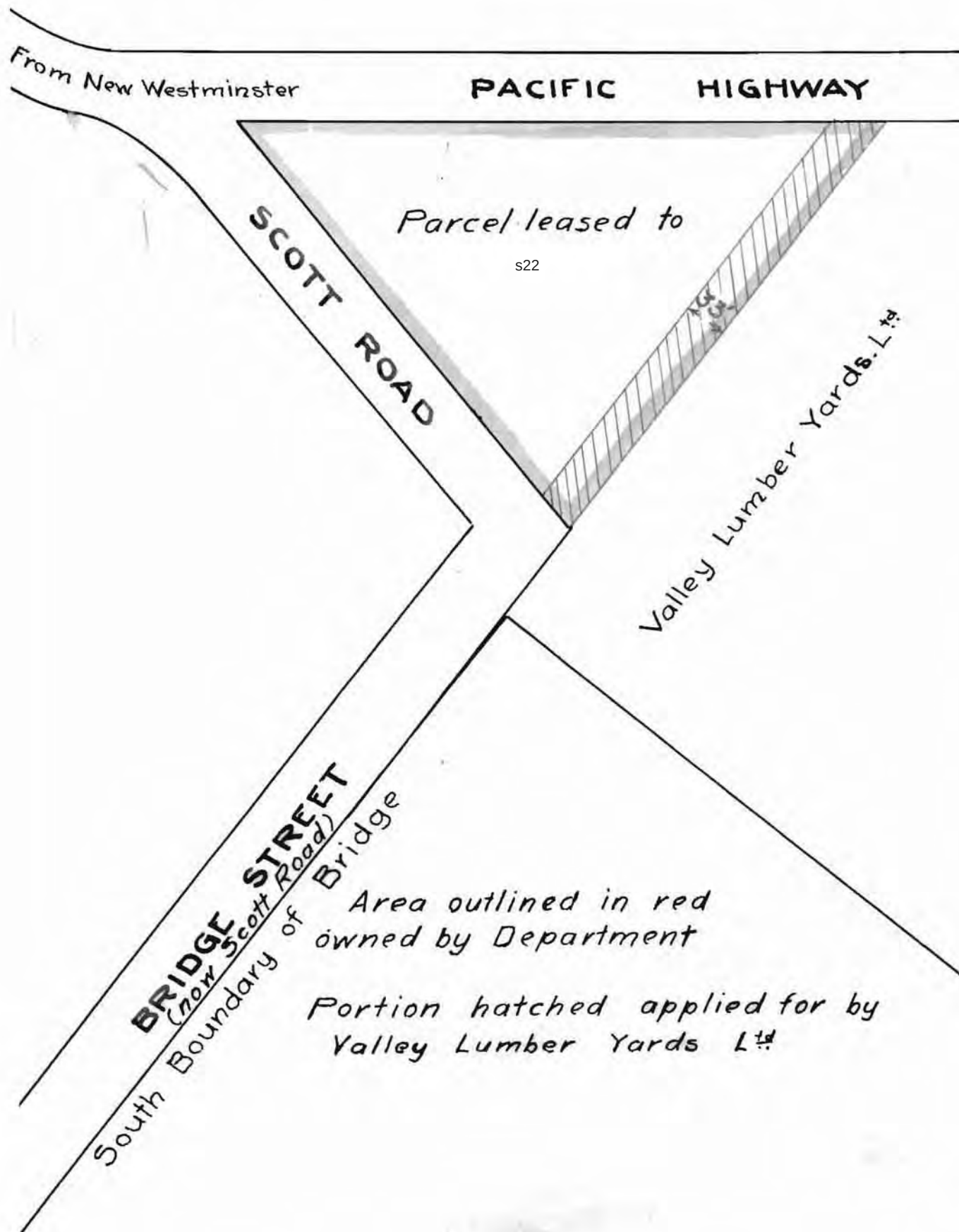


Approved - Jany. 23rd, 1930.

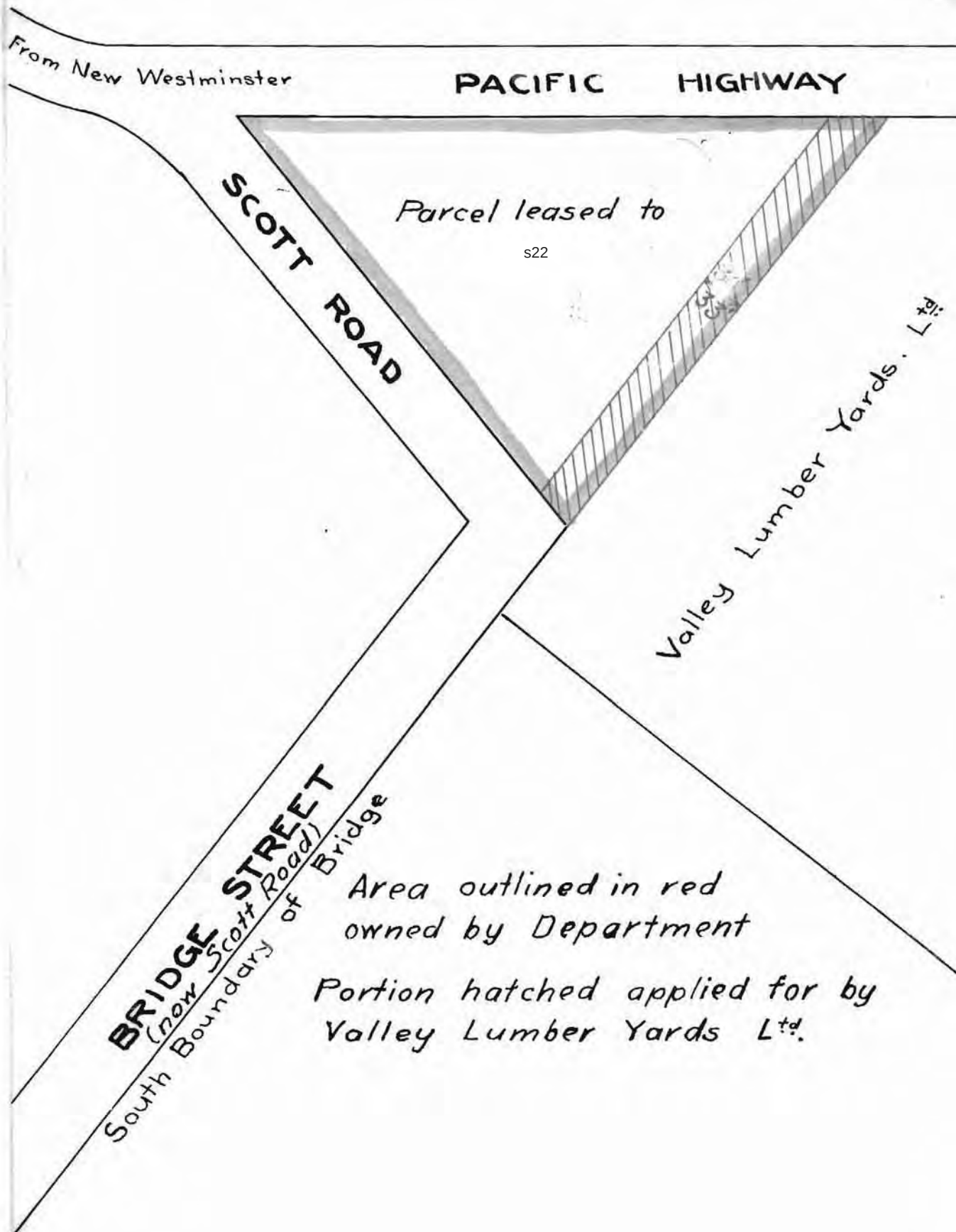


District Engineer.

*Sketch to accompany
Report of Valley Lumber Yards Ltd. application*



Sketch to accompany
Report of Valley Lumber Yards Ltd. applied



Collins & Green

Barristers, Solicitors,
Notaries

H. C. Green

F. Kay Collins LL.B.

CABLE ADDRESS: - "COLLREEN"

CODES { BENTLEY'S
WESTERN UNION

TELEPHONES SEYMOUR 2080-2081

404 - 406

SUITE 101-102 ROGERS BLDG.

GRANVILLE AND PENDER STS.

Vancouver, B. C.

January 16th, 1930.



Department of Public Works,
VICTORIA, B. C.

Your File No. 4623.

Dear Sirs:

Re:- Valley Lumber Yards Limited and
Delta District - Application re 33'
Strip Near Junction Pacific Highway
and Scott Road.

We thank you for your favour of
the 15th inst. and trust that in the near future we
may be favoured with your decision in the matter with
regard to granting a lease or license.

At this time we would make the
further request that if possible the 33' strip in question
be closed as a road and sold to the VALLEY LUMBER YARDS
LIMITED. We understand that there is no need whatsoever
for its use as a road in that vicinity.

NOTED
ANSWERED
ATTENDED TO
JAN 20 1930
OFFICE ENGINEER, PUBLIC WORKS DEPT. VICTORIA, B. C.

FKC.G.

Yours truly,

COLLINS & GREEN

Per

F. Kay Collins

O. E.

District Engineer,
New Westminster,
B. C.

Jan. 15th 1930

Delta

4623

Application re 33' strip near junction
Pacific Highway and Scott Road

Herewith is copy of correspondence in connection with the above matter from which you will note that you are expected to look into the question of granting a permit to this Company for the occupation of portion of property formerly leased by the Dominion Government to the Provincial Government.

Kindly advise in what way and to what extent this 33' strip is presently occupied and if you consider it in the public interest to grant a permit in connection therewith.

FLM:MFS
encl

Copy to District Engineer,
New Westminster, B.C.

JAN. 15th, 1930

Delta District
Application re 33' strip near
junction Pacific Highway and
Scott Road

Sir:-

In reply to yours of the 13th instant, the Government Agent, New Westminster was advised on the 9th instant by the Deputy Minister and Chief Engineer of Railways to whom the matter had originally been referred that the 33' strip referred to is not for sale or lease as it is reserved for highway purposes.

In any event before the Department could have sold or leased this strip it would have been imperative to comply with Section 11 of the Highway Act and advertise the fact of the intention of the Minister to discontinue and close the road.

I note that unintentionally the Valley Lumber Company Limited have been using portion of this strip.

I am asking our District Engineer, New Westminster to look into this matter with a view of the Department issuing any permit if it is considered advisable to do so.

Yours obediently,

Messrs. Collins & Green
Barristers, etc.
918-19 Rogers Bldg.,
Vancouver, B. C.

Deputy Minister and
Public Works Engineer

Copy obtained from
Sept. Rly. 24

1930

January 9

F. C. Campbell, Esq.,
Government Agent,
New Westminster, B. C.

Dear Sir:-

Referring to your communication of 6th inst. with two communications and a sketch from Messrs. Collins & Green stating that the Valley Lumber Yards, Limited, desire to purchase or lease the 33' strip between their holding and the parcel leased to ^{s22} I beg to advise that the 33' strip in question is not for sale or lease as it is reserved for highway purposes to give a short cut from Bridge Street to the Pacific Highway and will some day be graded, so I am informed by the Public Works Department. The land in question, and that leased to ^{s22} is under their jurisdiction.

I am returning correspondence herewith.

Yours truly,

JEG/FD.

Deputy Minister and Chief
Engineer of Railways.

Encs. (3)

Collins & Green
Barristers, Solicitors,
Notaries

H. C. Green *F. Kay Collins LL.B.*

SUITE 918-919 ROGERS BLDG.

GRANVILLE AND PENDER STS.

CABLE ADDRESS:—"COLLREEN"

CODES { BENTLEY'S
WESTERN UNION

TELEPHONES SEYMOUR 2080-2081

4625

Vancouver, B.C.

January 13th, 1930.



Public Works Department,
VICTORIA, B. C.

Dear Sirs:

Re:- Valley Lumber Yards Limited.

We have been taking up with the Government Agent's Office at New Westminster the matter of the leasing on behalf of our Client, VALLEY LUMBER YARDS LIMITED, the 33' strip of land lying between the holdings of VALLEY LUMBER YARDS LIMITED and the triangular parcel of property leased by the Provincial Government to s22 ; this property leased to s22 being in that corner which is bounded on the North East by the Pacific Highway, on the South West by Bridge Street or Scott Road and on the South East by the said 33' strip. We have no doubt that you can easily identify the property in question as there is only one point where the said Bridge Street or Scott Road joins the Pacific Highway just to the South of the Fraser River Bridge at New Westminster. For your further information we enclose herewith a copy of letter which we wrote to the Government Agent at New Westminster on the 3rd of January, 1930.

Our Clients were under the impression

Public Works Department,

-2-

January 13th, 1930,

that they had purchased this 33' strip from the Dominion Government and have in fact been using the same. We are writing you now with the idea that the Provincial Government might be willing to grant a lease or license to our Client of this 33' strip until such time as it may be used for Highway purposes.

We shall be pleased to have a early reply.

Yours truly,

COLLINS & GREEN

Per

[Handwritten signature]

NOTED	_____
ANSWERED	_____
ATTENDED TO	_____
JAN 14 1930	
OFFICE ENGINEER, PUBLIC WORKS DEPT. VICTORIA, B. C.	

FKC.G.

Encl. 1.

C O P Y.

January 3rd, 1930.

Government Agent,
New Westminster, B. C.

Dear Sir:

On behalf of our Client, VALLEY LUMBER YARDS LIMITED, we desire to purchase from the Government a strip of property 33' wide running South Westerly from the Pacific Highway to Bridge Street or Scott Road. This strip is more particularly shown on the sketch which accompanies this letter; you will note that it is situate about 7 - 9 chains Easterly from the junction of Pacific Highway and Bridge Street just to the South of the New Westminster bridge.

The VALLEY LUMBER YARDS LIMITED have recently leased or purchased from the Dominion Government a plot of land 4.1 acres in area adjoining the said 33' strip to the East and they understood when acquiring such parcel from the Dominion Government that it included the 33' strip in question. They have had a surveyor look into the matter and he has reported that the 33' strip in question is held by the Provincial Government having been transferred to it by the Dominion Government some time ago.

We are also informed that the Provincial Government has leased to one s22 a parcel of land adjoining the said 33' strip ^{on} ~~to~~ the ^{West} East and including all that area which extends from the said 33' strip Westerly to the junction of the Pacific Highway and Bridge Street.

Kindly reply at your earliest convenience advising what price the Government are asking for this property. In the event that it may not be for sale kindly advise upon what terms our Client may secure a lease. They desire this property for use in connection with their adjoining lumber yards.

Yours truly,

COLLINS & GREEN

Per

FKC/G.

Encl. 1.



THE GOVERNMENT OF
THE PROVINCE OF BRITISH COLUMBIA

DEPARTMENT OF LANDS
LANDS BRANCH

VICTORIA, B.C.

16th May, 1929.



MEMO. TO THE DEPARTMENT OF PUBLIC WORKS.

Please refer to File 046592.
Attention "Accounts".

Enclosed herewith please find conv of
a letter received from ^{s22} together with cheque
^{s22} for the sum of \$60.00 referred to therein,
which has been endorsed over to your Department.

A. B. Stuart
Superintendent of Lands.

#15307 E

HEM/MW.

260052

C.A.

C O P Y.

s22

13th May, 1929.

Department of Lands,
VICTORIA, B.C.

Herewith enclosed please find cheque for
\$60.00 in payment of rent of Provincial Lands in Section
18 Block 5, North Range 2 West, in advance up to July 1930.

Yours truly,

(Sd)

s22

72



THE GOVERNMENT OF
THE PROVINCE OF BRITISH COLUMBIA

VICTORIA, B.C.

4th July, 1928.

DEPARTMENT OF LANDS
LANDS BRANCH



MEMO. TO THE DEPARTMENT OF PUBLIC WORKS.

Please refer to File 046592.
Attention "Accounts".

Enclosed herewith please find copy of
a letter received from ^{s22} together with
^{s22} cheque for the sum of \$60.00 referred to
therein, which has been endorsed over
to your Department.

Mattheart
Superintendent of Lands.

HEM/MW.

242688

C.A.

s22

29th June, 1928.

The Honorable the Minister of Lands,
VICTORIA, B.C.

Sir:

Herewith enclosed find cheque for \$60.00
covering rental of portion of Section 18, Block
5, North Range 2nd West, up to June 30th, 1929, as
per lease.

Yours truly,

(Sd)

s22

4623

The Comptroller General,
Buildings.

August 17

7

Delta District.

Kindly arrange for the transfer of \$200.
from Vote 192 Contingencies to the credit of Vote
192 Delta District.

Deputy Minister and
Public Works Engineer.

HWE/PFP

August 17, 1927

E.H.Verner, Esq.,
District Engineer,
New Westminster, B.C.

Dear Sir:

Delta District.
New Approach North Bank,
Westminster Bridge.

In reply to your letter of August
12th you are hereby authorized to expend a
sum not to exceed \$200. for the necessary
tools to be supplied to Mr. Stewart, this
amount to be charged to your District Vote.

Yours truly,

HWE/PTP

Deputy Minister and
Public Works Engineer.



THE GOVERNMENT OF
THE PROVINCE OF BRITISH COLUMBIA

DEPARTMENT OF PUBLIC WORKS

DISTRICT ENGINEER'S OFFICE

COURT-HOUSE, NEW WESTMINSTER, B.C.

August 12th, 1927.

Delta District
New Approach North Bank
Westminster Bridge.

Sir:-

With reference to the Deputy Minister and Public Works Engineer's letter of the 10th inst., and your instructions, with regard to supplying Mr. Stewart with the necessary tools, as we have only such tools in stock as we are at present using, I have ordered a sufficient quantity of axes, shovels, picks, etc., to supply Mr. Stewart's immediate needs.

The cost of these will be approximately \$150.00, and this sum will be increased somewhat before the work is completed.

\$200 without advising us.

*O.K. not to exceed
D.V.*

Yours obediently,

H. H. H. H.

Assistant District Engineer.

*h
16/8/27*

E.H. Verner, Esq.,
District Engineer,
Court House,
New Westminster, B.C.

Kindly supplement the District Vote
by \$150.00

HLS/P.

St. James Ch
District Engineer.

226445

C.A.

August 12th, 1927.

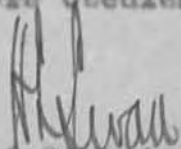
Delta District
New Approach North Bank
Westminster Bridge.

Sir:-

With reference to the Deputy Minister and Public Works Engineer's letter of the 10th inst., and your instructions, with regard to supplying Mr. Stewart with the necessary tools, as we have only such tools in stock as we are at present using, I have ordered a sufficient quantity of axes, shovels, picks, etc., to supply Mr. Stewart's immediate needs.

The cost of these will be approximately \$150.00, and this sum will be increased somewhat before the work is completed.

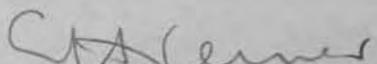
Yours obediently,


Assistant District Engineer.

H.H. Verner, Esq.,
District Engineer,
Court House,
New Westminster, B.C.

Kindly supplement the District Vote
by \$150.00

HLB/P.


District Engineer.

AUG. 20th
1927.

Delta District
New Westminster Bridge

Sir:

Will you please immediately get in touch with Mr. Stewart of the Railways Department, who is about to undertake the construction of the new approach to Westminster Bridge on the right bank. There is only a small appropriation for this work, and further, the whole undertaking will require a very short time for completion.

It is undesirable, therefore, for the bridge to be charged with the purchase of the necessary tools which will be required for so short a time. I wish you please to arrange a supply of such tools as may be needed for this work. This may necessitate your purchasing some additional tools, but these will be returned to us in good order and can easily be absorbed in some of our work later.

Yours obediently,

Deputy Minister and
Public Works Engineer.

E. H. Verner, Esq.,
District Engineer,
New Westminster, B. C.

GEH:AW

July 9, 1927

s22

Dear Sir:

Delta District.

I have to acknowledge receipt of your letter of July 4th enclosing cheque for \$60. as per official receipt herewith.

For your future information, would you kindly have cheques made payable to the Deputy Minister of Public Works.

Yours truly,

HWE/PTP

Deputy Minister and
Public Works Engineer.

July 4th. 1927

The Minister
Department of Public Works ,
Victoria ,
B. C.



Sir:-

Re- Rent to July 1928 of Provincial Government
Lands in Section 18 Range 2 as per Lease.

Enclosed herewith find cheque for \$60.00 covering rental
of above lands to July 1928.

Enc. I.

Yours truly ,

224397

July 6th, 1926.

Delta District

Sir:

I enclose herewith official receipt for \$60.00, covering land rented to you at the South end of Fraser River Bridge.

Yours obediently,

Deputy Minister & Public Works Engineer.

s22

AH:AW
encl.

DEPARTMENT OF LANDS

ALL COMMUNICATIONS IN REFERENCE TO LAND MATTERS
SHOULD BE ADDRESSED TO
THE SUPERINTENDENT OF LANDS.



4623
VICTORIA, B.C. 29th June, 1926.

LANDS BRANCH



MEMO. TO THE DEPARTMENT OF PUBLIC WORKS.

Please refer to File 046592.
Attention "Accounts".

Enclosed herewith please find copy of
a letter received from ^{s22} together with
^{s22} cheque for the sum of \$60.00, referred to
therein, which has been endorsed over to
your Department.

A. G. Ballcarl

Superintendent of Lands.

HEM/MW.

206992

COPY.

s22

June 24th, 1926.

To Department of Lands,
VICTORIA, B.C.

Dear Sirs,

Find enclosed cheque 3954 for sixty
dollars (\$60.00) rent of Land South end Fraser
River Bridge Surrey.

Your truly,

(Sd)

s22

4623

DELTA DISTRICT

19th Dec.1925

R
E
G
I
S
T
E
R

Lease to s22
Portion Sec.18 Bk. 5 N.R.2.W. Tp.38 W.C.M..
SCOTT ROAD

Sir,-

In reply to your letter of the 25th ultimo, I enclose
lease duly completed.

Two new tracings, duly signed, are also enclosed.

Yours obediently

Deputy Minister and
Public Works Engineer

J.D.Kennedy, Esq.,

Barister etc

New Westminster, B.C.

FLM/TB encls.

J. D. Kennedy

Barrister, Etc.



Croker Clarkson and Lorne Street,

New Westminster, B. C.

Nov 25th/25

The Honourable

The Minister of Public Works

Victoria, B. C.

Sir

re Lease to s22 of
Portion of Sect 18, Blk 5, N.R. 2.W

s22 has instructed me to have the enclosed lease from the Department to hi, registered in the Local Registry Office. As your execution of same has to be acknowledged according to the Land Registry Act, I am enclosing same to have this done. Sketches are also required by the Act, and I would ask you to forward same when returning the lease acknowledged

Enc.

Yours Truly



196676

June 25th, 1925.

Delta District

Sir:

I acknowledge receipt, from the Lands Department, of your cheque for \$60.00, in payment of rental, to July 1926, of Provincial Government lands in Section 18, Block 5, North Range 2 West, at the junction of Pacific Highway and Scott Road in the Municipality of Surrey. Enclosed herewith is official receipt.

Yours obediently,

Deputy Minister & Public Works Engineer.

s22

AH:AW
encl.

DEPARTMENT OF LANDS

4623

NOTE: ALL COMMUNICATIONS IN REFERENCE TO
LAND MATTERS SHOULD BE ADDRESSED TO THE
SUPERINTENDENT OF LANDS



VICTORIA, B.C. June 20, 1925.

LANDS BRANCH

JUN 28 1925

VICTORIA, B.C.

Memorandum to the Department of Public Works.

Please refer to File 046592.
Attention "Accounts."
.....

Enclosed herewith please find conv of
a letter received from ^{s22} together with
cheque for the sum of \$60.00, referred to
therein, which has been endorsed over to
your Department.

A. Ballheart

Superintendent of Lands.

Enos.2.

DW.

Act to former direct

h
Gh

184208

C O P Y

s22

June 17th, 1925.

The Honorable,
The Minister of Lands,
Victoria, B. C.

Sir:

Enclosed herewith please find cheque for \$60.00 in payment of rental to July, 1926, of Provincial Government lands in Section 18, Block 5, North Range 2 West, at junction of Pacific Highway and Scott Road, in Municipality of Surrey.

Yours truly,

s22

Enc.1.

May 29, 1925.

Delta District
New Westminster Bridge - Lights

Sir:

With reference to the Inspector of Electrical Energy's letter of the 21st instant to your Assistant, Mr. Stowe, in connection with the above, please advise as to the cost entailed.

Yours obediently,

Deputy Minister and
Public Works Engineer.

E. H. Verner, Esq.,
District Engineer,
New Westminster, B. C.

GPH:E

710.



(COPY)

4623

P. Philip, Esq.,
Deputy Minister & Public Works Engineer,
Parliament Buildings,
Victoria, B. C.

May 21, 1925.

E. W. Stowe, Esq.,
Assistant District Engineer,
Department of Public Works,
Court House,
New Westminster, B. C.

NOTED
MAY 27 1925
VICTORIA, B.C.

Sir,

Delta District.
New Westminster Bridge - Lights.

With reference to yours of the 8th ult. accompanied by copy of letter from the Automobile Club, and your sketch showing the division in the roadway under the Canadian National Railway at the South end of the New Westminster Bridge, I report as follows:-

I consider the situation at the location in question is particularly hazardous from the automobile traffic point of view, and is one which cannot adequately be taken care of by an ordinary arrangement of lights at the dividing bulk head. It appears to me that some provision should be made for diverting the South bound traffic through below the railway on the right hand side of the division, and that this could be done by carrying a wood dividing fence around from the end of the dividing bulk head as shown, and providing a flasher light at the end. A corresponding light also should be placed at the other end of the bulk head, which would direct the North bound traffic. I have added these flasher lights, which are marked "B" to your sketch, and send you a blue-print of same herewith. I have also indicated on the sketch how these two lights and the other three lights which I would propose, and as marked at "A" should be installed and wired up.

187651

D.M. & F.V.

(COPY)

-2-

E. W. Stowe, Esq.

May 21, 1925.

If these suggestions fall in with your ideas on the matter, I could obtain a figure for the installation of the necessary wiring, lamps, etc. I do not think it would be necessary to go to the expense of providing the type of lamp equipment proposed for this location by the General Railway Signal Company. I consider red and white flasher lights of the "Reynolds" make, same as is used at a number of crossing points in Vancouver here, as quite suitable for the purpose.

Yours obediently,



Inspector of Electrical Energy.

JM/H.

(Encl. - Blue-Print).

May 6th, 1925.

New Westminster District
North Approach New Westminster Bridge

Sir:

Replying to your letter of the
2nd inst. file 23-21-2, I have to advise that
we have applied for a supplementary of \$1000.00
for the New Westminster District Vote 251 -
1924/25.

Yours obediently,

Deputy Minister & Public Works Engineer.

E. H. Verner, Esq.,
District Engineer,
New Westminster, B. C.

AH:AW

~~3351~~

4623

May 5th. 1925.

New Westminster District

Sir:

Kindly arrange for the transfer
of \$1000.00 from Bridges to New Westminster
District Vote 251 - 1924/25.

Yours obediently,

Deputy Minister & Public Works Engineer.

The Comptroller-General,
Buildings.

AH: AW

4623



THE GOVERNMENT OF
THE PROVINCE OF BRITISH COLUMBIA

23-21-2
4623

RECEIVED
MAY 4 1925
VICTORIA, B. C.

DEPARTMENT OF PUBLIC WORKS
DISTRICT ENGINEER'S OFFICE
COURT-HOUSE, NEW WESTMINSTER, B.C.

May 2nd, 1925.

New Westminster District
North Approach New Westminster Bridge

Sir:-

In reply to your communication of
April 16th, granting a supplementary for the
District Vote, I beg to state that the work
covering this sum was completed before March
31st.

Yours obediently,

District Engineer.

P. Philip, Esq.,
Deputy Minister & Public Works Engineer,
Parliament Bldgs.,
VICTORIA, B. C.

RC/J

C.C. & A.

ENGG71

Transfer K
File 3351

A

186673

April 16th, 1925.

Delta District

Sir:

I have to advise that Delta District Vote 251 - 1924/25 is being supplemented by the sum of \$700.00.

Yours obediently,

Deputy Minister & Public Works Engineer.

The Government Agent,
New Westminster, B. C.

AH:AW

April 16th, 1925.

PROGRESS
MADE IN CANADA

Delta District

Sir:

Kindly arrange for the transfer
of \$700.00 from Contingencies to Delta Dist-
rict Vote 251 - 1924/25.

Yours obediently,

Deputy Minister & Public Works Engineer.

The Comptroller-General,
Buildings.

AH:AW

April 16th, 1925.

Delta District
New Westminster Bridge
Trestle Renewal and Re-flooring Contract

Sir:

With reference to Mr. Stowe's
letter of the 3rd inst. file 9-0-10-2, I
have to advise that the District Vote 2111
be supplemented to take care of the account.

Yours obediently,

Deputy Minister & Public Works Engineer.

E. H. Verner, Esq.,
District Engineer,
New Westminster, B. C.

AH:AW

April 16th, 1925.

COND
PROCESSED
MADE IN C

New Westminster District
North Approach New Westminster Bridge

Sir:

With reference to Mr. Stowe's letter of the 2nd inst. file 23-21-2, we will arrange for a supplementary for the District Vote, but before doing so you will please advise if the \$900.00 was all expended before March 31st.

Yours obediently,

Deputy Minister & Public Works Engineer.

R. H. Verner, Esq.,
District Engineer,
New Westminster, B. C.

AH:AW

April 9th, 1925.

**Delta District
Construction of Span 4 for Roadway under
South Approach New Westminster Bridge**

Sir:

With reference to Mr. Stone's letter of the 3rd inst. file 9-0-10-2, you have authority for the expenditure of \$395.30 from Vote 251 - Bridges 1924/25 for the above work.

Yours obediently,

Deputy Minister & Public Works Engineer.

Copy sent to New Westminster
Government Agent.

H. H. Verner, Esq.,
District Engineer,
New Westminster, B. C.

AH:AV

9-0-10-2



THE GOVERNMENT OF
THE PROVINCE OF BRITISH COLUMBIA

DEPARTMENT OF PUBLIC WORKS
DISTRICT ENGINEER'S OFFICE
COURT-HOUSE, NEW WESTMINSTER, B. C.

April 3rd, 1925.



Delta District
Construction of Span for Roadway under
South Approach New Westminster Bridge

PUBLIC WORK ENGINEER
ANSWERED
APR 8 - 1925
VICTORIA, B. C.

Sir:-

Further to my letter of March 6th,
attached herewith is an account received from
Mr. McIntyre of the Railway Department, for
extra work in connection with the new span
covering cost of 510 lin. ft. of piling, capping
and bracing for the new and old spans.

These extras complete the work carried
out on the structure.

I am also enclosing a blue print of
the new span.

Yours obediently,

E. H. Verner
Assistant District Engineer.

E. H. Verner, Esq.,
District Engineer,
Court House,
NEW WESTMINSTER, B. C.

April 3, 1925.
Kindly authorize payment of account -
\$395.30, charging same to the Bridge
Vote. Please return account.

E. H. Verner
District Engineer.

GHS/J

Encls.

Accompanying Plan No. **BRIDGES**
Dept. Public Works.
185220

UNION BANK BUILDING
407 SEYMOUR STREET
VANCOUVER, B. C.

March 19 1925

PROVINCIAL GOVERNMENT,
Public Works Department,

DR

TO NICKSON CONSTRUCTION CO. LTD.

1925
Jan.

To Extra Work driving 2 extra bents
under Highway Xing at South Approach
to Westminster Bridge, 510 Lin ft. piling
@ 65¢

331.50 ✓

To Cutting off, capping and bracing the
above:

7 Bridgemen 8 hrs 56 hrs @ 87½¢

49.00 ✓

1 Foreman 8 Hrs @ 1.12½

9.00 ✓

10% on \$58.00

5.80 ✓

\$395.30 ✓

OK *W Macintyre*

A. Carruthers



THE GOVERNMENT OF
THE PROVINCE OF BRITISH COLUMBIA

9-0-10-2
4623

DEPARTMENT OF PUBLIC WORKS
DISTRICT ENGINEER'S OFFICE
COURT HOUSE, NEW WESTMINSTER, B.C.

April 3rd, 1925.



**Delta District
New Westminster Bridge
Trestle Renewal and Re-flooring Contract**

PUBLIC WORK ENGINEER

ANSWERED
APR 16 1925

Sir:-

Referring to your communication of VICTORIA, B. C. of the 10th ult., granting authority for \$696.30 on the above named contract, as the District Vote is exhausted, will you please supplement same by the above amount.

Yours obediently,

E. H. Verner

Assistant District Engineer.

E. H. Verner, Esq.,
District Engineer,
Court House,
NEW WESTMINSTER, B. C.

Approved - April 3, 1925.

E. H. Verner
District Engineer.

RC/J

185207

April 4th, 1925.

Delta District
New Westminster Bridge
Trestle Renewal and Re-flooring Contract

Sir:

With reference to my letter of March 10th, returning voucher for \$696.30; the Department of Railways is inquiring as to the payment of this account. Kindly advise why it is being held up.

Yours obediently,

Deputy Minister & Public Works Engineer.

E. H. Verner, Esq.,
District Engineer,
New Westminster, B. C.

AH:AV



THE GOVERNMENT OF
THE PROVINCE OF BRITISH COLUMBIA

DEPARTMENT OF PUBLIC WORKS
DISTRICT ENGINEER'S OFFICE
COURT-HOUSE, NEW WESTMINSTER, B.C.

4623
April 2, 1925.

PUBLIC WORKS ENGINEER

ANSWERED
APR 15 1925



New Westminster District
North Approach New Westminster Bridge VICTORIA, B. C.

Sir:-

With reference to your communication of March 10th, File 4623, authorizing expenditure of \$900.00 for crib work, to protect the North road approach to the New Westminster Bridge, will you please supplement the above District Vote with this amount.

Yours obediently,

Assistant District Engineer.

E. H. Verner, Esq.,
District Engineer,
Court House,
NEW WESTMINSTER, B. C.

Approved- Apl. 2, 1925.

District Engineer.

RC/J

185140

*DA please
arrange
DAS*

March 16th, 1925.

Delta District
New Westminster Bridge.

Sir:

I herewith enclose copy of communication from the B.C. Automobile Club, which has reference to the matter verbally discussed with you.

Be good enough to consult the Inspector of Electrical Energy and advise me fully in connection therewith at an early date.

Yours obediently,

Deputy Minister and
Public Works Engineer.

E.H. Verner, Esq.,
District Engineer,
Court House,
New Westminster, B.C.

DCH:NP

Encl:

March 16th, 1925.

Delta District
New Westminster Bridge.

Sirs:

With reference to your letter of the 13th instant, I beg to advise that this matter has been brought to the attention of the District Engineer.

Yours obediently,

Deputy Minister and
Public Works Engineer.

Automobile Club of B. C.,
New Westminster Branch,
622 Columbia Street,
New Westminster, B. C.

DCH:HP

Honorary President:
HON. W. C. NICHOL

President:
JOHN R. READ, VANCOUVER

Vice-Presidents:
JOHN J. BANFIELD, VANCOUVER
COL. A. W. R. WILBY, C.B.E., VICTORIA
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R. H. ORMOND, NANAIMO
R. E. BERRY, KAMLOOPS, VERNON
F. E. WOODSIDE, VANCOUVER
W. E. TAMBING, VANCOUVER
A. G. G. CRAWFORD, VANCOUVER
A. W. CRUISE, VANCOUVER

Manager:
FRED. J. ELKINS

"SAFETY FIRST"

AUTOMOBILE CLUB OF BRITISH COLUMBIA



RECEIVED
MAR 14 1925
PUBLIC WORKS ENGINEER
VICTORIA, B.C.

AFFILIATED WITH THE ROYAL AUTOMOBILE CLUB OF LONDON, ENGLAND
AFFILIATED WITH THE CANADIAN AUTOMOBILE ASSOCIATION
AFFILIATED WITH THE AMERICAN AUTOMOBILE ASSOCIATION

INCORPORATED

Head Office:
739 GRANVILLE STREET
VANCOUVER HOTEL

Branches: 46/3
VANCOUVER
NEW WESTMINSTER
VICTORIA
PENTICTON
KELOWNA
VERNON
ARMSTRONG
SALMON ARM
KAMLOOPS
MERRITT
PRINCETON
NANAIMO
CHILLIWACK
MISSION
MAPLE RIDGE
TRAIL-ROSSLAND

PHONES:
SEYMOUR 6000—5001

NEW WESTMINSTER BRANCH
622, COLUMBIA STREET.
March 13th. 1925.

Mr. Philip,
Deputy Minister of Public Works,
Victoria, B.C.

Dear Sir:-

Our attention and interest has been drawn to the Division in the Roadway your Government is making at the South end of the New Westminster Bridge, and we have learned that you intend to install a red light on both sides of the bulkhead now in position. Our opinion is that a flashing or alternating light would be more satisfactory. The traffic is, as you know, very heavy at this point.

We discussed this matter with Mr. T. Gifford, the Bridge Superintendent and he referred us to you.

We would be glad if you would look into this matter. We believe that arrangements could be made for the Bridge Operator to keep this light in working order.

Thanking you for your consideration of this matter,

I am,

Yours very truly,

C. B. W. E.
Secretary New Westminster Branch
Automobile Club of B.C.

18410R

March 10th, 1925.

Delta District
New Westminster Bridge
Trestle Renewal and Re-flooring Contract

Sir:

Referring to Mr. Stow's letter of the 6th inst. file 9-0-12-2, the voucher for \$696.30 is returned herewith for payment, and is to be charged to the District Vote.

Yours obediently,

Deputy Minister & Public Works Engineer.

E. H. Verner, Esq.,
District Engineer,
New Westminster, B. C.

AH:AW

March 10th, 1925.

Delta District
New Westminster Bridge

Sir:

Replying to Mr. Stowe's letter of the 6th inst. file 9-0-10-2, the payment of the accounts for \$313.46, covering the extra work on the highway span and cribbing at the South approach to New Westminster Bridge, is authorized. This will be Vote 251 - Bridges.

Yours obediently,

Deputy Minister & Public Works Engineer.

E. H. Verner, Esq.,
District Engineer,
New Westminster, B. C.

AH:AW

March 10th, 1925.

New Westminster District
North Approach New Westminster Bridge

Sir:

With reference to Mr. Stone's letter of the 6th inst. file 23-20-1, you have authority for the expenditure of \$900.00 on the crib work to protect the North road approach to the New Westminster Bridge. Same to be charged to the District Vote.

Yours obediently,

Deputy Minister & Public Works Engineer.

R. H. Verner, Esq.,
District Engineer,
New Westminster, B. C.

JH:AV

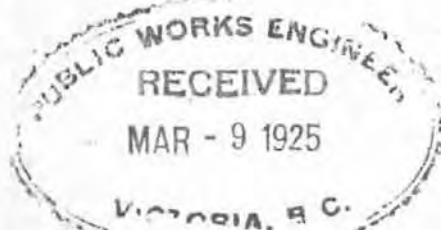


THE GOVERNMENT OF
THE PROVINCE OF BRITISH COLUMBIA

23-20-1

DEPARTMENT OF PUBLIC WORKS
DISTRICT ENGINEER'S OFFICE
COURT-HOUSE, NEW WESTMINSTER, B.C.

March 6th, 1925.



New Westminster District
North Approach New Westminster Bridge

PUBLIC WORKS ENGINEER
ANSWERED
MAR - 9 1925

Sir:-

With reference to my telephone conversation with the Deputy Minister & Public Works Engineer, may I now request that the sum of \$900.00 be authorized for the crib work along the cut bank of the above mentioned approach.

This work is now practically completed and approximately 40,000 F.B.M. of timber has been used in this cribbing.

This timber was secured free of charge from the Railway Department, who have been doing some extensive repairs on the south approach to New Westminster Bridge.

The north approach is being greatly improved and has been widened on an average of 4 ft.

You may remember that each spring the cut bank is scoured out and endangered the sidewalk along Columbia Street. This crib work will eliminate any further scouring.

Yours obediently,

E. H. Verner
Assistant District Engineer.

E. H. Verner, Esq.,
District Engineer,
Court House,
NEW WESTMINSTER, B.C.

Approved - Mar 11 1925
District Engineer
183921

GNS/J

C. C. & A



THE GOVERNMENT OF
THE PROVINCE OF BRITISH COLUMBIA

9-0-10-2

DEPARTMENT OF PUBLIC WORKS
DISTRICT ENGINEER'S OFFICE
COURT-HOUSE, NEW WESTMINSTER, B.C.

March 6th, 1925.



Delta District
Construction of Span for Roadway under South Approach
New Westminster Bridge

Sir:-

Attached herewith are accounts for
extra work on highway span and cribbing,
received from the Department of Railways.

It was found necessary after the
original plans were drawn out to strengthen
the highway span and two additional bents
were driven, also strengthening of the crib
work.

Will you kindly authorize payment
of these accounts which amount to \$313.46.

Yours obediently,

Assistant District Engineer.

E. H. Verner, Esq.,
District Engineer,
Court House,
New Westminster, B.C.

GNS/J

Encls.

Approved - Mar. 6, 1925.

E. H. Verner
District Engineer.

175223

UNION BANK BUILDING
410 SEYMOUR STREET

XXXX VANGOUVER, B. C.
Georgia Viaduct.

January 21 1925

Public Works Dept.
DEPARTMENT OF RAILWAYS,
Provincial Government,

DR
TO NICKSON CONSTRUCTION CO. LTD.

Contract renewing South Approach to Westminster bridge.

Extra work on highway span (due to changes)

Dec. 12	Adjusting temporary shims and caps:		
	6 Bridgmen 4 hours	24 @ 87 $\frac{1}{2}$	21.00
	Foreman 4 "	4 @ 1.12 $\frac{1}{2}$	4.50
	Superintendent 2 "	2 @ 1.50	3.00
Jan. 9	3 Bridgmen 2 $\frac{1}{2}$ hours	7 $\frac{1}{2}$ @ 87 $\frac{1}{2}$	6.56
	Derrick & crew 2 $\frac{1}{2}$ hours	@ 4.00	10.00
	Foreman 1 hour	1 @ 1.12 $\frac{1}{2}$	1.12
Jan. 10	3 Bridgmen 4 hours	12 @ 87 $\frac{1}{2}$	10.50
	Derrick & crew 4 hours	12 @ 4.00	16.00
	Foreman 4 hours	4 @ 1.12 $\frac{1}{2}$	4.50
	1 man & team hauling timber 2 hrs	@ 1.45	2.90
Jan. 12	3 Bridgmen 5 hours	15 @ 87 $\frac{1}{2}$	13.12
	Derrick & Crew 3 hours	@ 4.00	12.00
	XXXXXXXXXX Supt 2 hours	@ 1.50	3.00
	1 man & team haul'g timber 2 hrs	@ 1.45	2.90
	Blacksmith 3 hours	@ 62 $\frac{1}{2}$	1.87
	Helper 3 "	@ 45	1.35
Jan. 13	4 Bridgmen 6 hours	24 @ 87 $\frac{1}{2}$	21.00
	Derrick & crew 6 hours	@ 4.00	24.00
	Foreman 6 hours	@ 1.12 $\frac{1}{2}$	6.75
Jan. 15	4 Bridgmen 4 hours	16 @ 87 $\frac{1}{2}$	14.00
	Derrick & crew 4 hours	@ 4.00	16.00
Jan. 16	Cutting piles and placing caps:		
	4 Bridgmen 6 hours	24 @ 87 $\frac{1}{2}$	21.00
	Derrick & Crew 6 hours	@ 4.00	24.00
	Foreman 6 "	@ 1.12 $\frac{1}{2}$	6.75
	Blacksmith 2 "	@ .62 $\frac{1}{2}$	1.25
	Helper 2 "	@ .45	.90
	Man & Team 1 hour	@ 1.45	1.45

		forward -----	251.42
Jan. 17	4 Bridgmen 4 hours	16 @ 87½	14.00
	1 Foreman 2 hours	2 @ 1.12½	2.25
			\$267.67
	10% -----		26.76
			\$294.43

~~UNION BANK BUILDING~~
~~410 SEYMOUR STREET~~

Georgia Viaduct.

VANCOUVER, B. C.

January 21 1925

Public Works Dept.

~~DEPARTMENT OF RAILWAYS,~~
Provincial Government,

DR

TO

NICKSON CONSTRUCTION CO. LTD.

Contract renewing South Approach to Westminster Bridge.

Extra Work adjusting crib while placing bents:

Nov. 6 2 Bridgmen 2 hours 4 @ 87½ 3.50

Dec. 12 Extra work on Highway Bulkhead:

2 men	3 hours	6 @ 87½	5.25
3 labourers	1 "	3 @ 45¢	1.35

Material:

2½ cu.yds. No. 1½ Chd rock

10% -----

7.20
<u>\$ 17.30</u>
1.73
<u>\$ 19.03</u>

9-0-10-2

March 6th, 1925.

Delta District
Construction of Span for Roadway under South Approach
New Westminster Bridge

Sir:-

Attached herewith are accounts for extra work on highway span and cribbing, received from the Department of Railways.

It was found necessary after the original plans were drawn out to strengthen the highway span and two additional bents were driven, also strengthening of the crib work.

Will you kindly authorize payment of these accounts which amount to \$318.46.

Yours obediently,

Assistant District Engineer.

E. H. Varner, Esq.,
District Engineer,
Court House,
New Westminster, B.C.

Approved - Mar. 6, 1925.

E. H. Varner
District Engineer.

GHS/J

Encls.



THE GOVERNMENT OF
THE PROVINCE OF BRITISH COLUMBIA

9-0-12-2

DEPARTMENT OF PUBLIC WORKS
DISTRICT ENGINEER'S OFFICE
COURT-HOUSE, NEW WESTMINSTER, B.C.

4672
March 6th, 1925.



Delta District
Westminster Bridge Trestle Renewal and
Re-flooring Contract

PUBLIC WORKS ENGINEER
ANSWERED
MAR - 9 1925

Sir:-

VICTORIA, B. C.

Attached herewith are two copies of letters and account from the Department of Railways, for additional work done on the highway in the proximity of the Bridge Trestle.

The old cribbing along the approach was rotten and has been replaced with new cribbing by the Department of Railways. The roadway has also been widened and I would recommend that the sum of \$696.30, which is 50% of the total cost of work, be paid.

Will you kindly have this amount authorized, and state what Vote same will be made a charge against.

Yours obediently,

GNS Lowe

Assistant District Engineer.

E. H. Verner, Esq.,
District Engineer,
Court House,
New Westminster, B.C.

Approved - Mar. 6, 1925.

E. H. Verner
District Engineer.

GNS/J

Encls.

123206

D.M. & P.W.E.

C
O
P
Y

Westminster Bridge,
Superintendent's Office,
New Westminster, B.C.

E. H. Verner, Esq.,
District Engineer, P.W.D.,
New Westminster, B.C.

Dear Sir:-

Further to my letter of December 29th last re apportionment of cost for cribbing Highway at south end of Westminster Bridge, Mr. Griffith, Deputy Minister of Railways, has written asking me to get this account settled with least possible delay.

I enclose statement herewith amounting to \$696.30.

Yours truly,

(Signed) R. W. Macintyre

Engineer in charge.

Westminster Bridge,
Superintendent's Office,
New Westminster,
December 29th, 1924.

C
O
P
Y

E. H. Verner, Esq.,
District Engineer, P.W.D.,
New Westminster, B.C.

Dear Sir:-

I enclose herewith copy of letter
from Deputy Minister J. E. Griffith, re
apportionment of cost for cribbing Highway
immediately south of trestle approach to West-
minster bridge, and would suggest that you
inspect the work with me so that a full
understanding can be arrived at on the ground.

Yours truly,

(Signed) R. W. Macintyre

Engineer in charge.

DEPARTMENT OF RAILWAYS

Victoria, B.C.
December 27th, 1924.

C
O

P
Y

R. W. Macintyre, Esq.,
New Westminster, B.C.

Dear Sir:-

I notice in Estimate No. 3, an item for Highway cribbing amounting to \$1,392.60; the undersigned is of the opinion that the Public Works Dept. should at least, pay half the cost of any work done in connection with the cribbing of highway.

Will you kindly take up the subject matter with Mr. Verner, and put through a voucher in favor of the Railway Department. I have not deducted anything from Mr. Nickson's estimate.

Yours truly,

(Signed) J. E. Griffith

Deputy Minister & Chief Engineer of Rlways.

February 9th, 1925.

Delta District
Construction of Span Roadway under South
Approach New Westminster Bridge

Sir:

I enclose herewith Treasury cheque
#74490 - \$1,225.00, covering payment of Progress
Estimate #2 (Final) on the contract of the Hickson
Construction Company for the above work.

Yours obediently,

Deputy Minister & Public Works Engineer.

E. H. Verner, Esq.,
District Engineer,
New Westminster, B. C.

AH:AW
encl.

9-0-10-2



THE GOVERNMENT OF
THE PROVINCE OF BRITISH COLUMBIA

DEPARTMENT OF PUBLIC WORKS
DISTRICT ENGINEER'S OFFICE
COURT-HOUSE, NEW WESTMINSTER, B.C.

February 4th, 1925.



Delta District
Construction of Span Roadway under South
Approach New Westminster Bridge

Sir:-

Herewith enclosed please find
Progress Estimate #2 (Final) - \$1,225.00,
in favor of the Nickson Construction
Company, for work done on the construction
of the above named span.

Kindly note that as the work is
completed the retention has been released.

For payment, please.

Yours obediently,

District Engineer.

P. Philip, Esq.,
Deputy Minister & Public Works Engineer,
Parliament Bldgs.,
Victoria, B.C.

RC/J

Encls.

182457

C.C. & A.



THE GOVERNMENT OF
THE PROVINCE OF BRITISH COLUMBIA

DEPARTMENT OF PUBLIC WORKS
DISTRICT ENGINEER'S OFFICE
COURT-HOUSE, NEW WESTMINSTER, B.C.



4623
December 30th, 1924.

Delta District
Construction of Span Roadway under
South Approach New Westminster Bridge

Sir:-

Herewith attached please find Progress
Estimate #1, \$1,275.00, in favor of the Nickson
Construction Co., for work done on the above named
Contract.

For payment please.

Yours obediently,

E. H. Turner

District Engineer. J.

P. Philip, Esq.,
Deputy Minister & Public Works Engineer,
Parliament Bldgs.,
VICTORIA, B.C.

RG/J

ENCLS.

181119

Ar.
C.C. & A

November 12th, 1924.

Delta District
South Approach to New Westminster Bridge

Sir:

With reference to your letter of the 25th ult. file 9-0-10-2, you will accept the Hickson Construction Company's offer to construct the span roadway under the South approach to the above bridge, at a cost of \$2,500.00, charging to Vote 251 - Bridges.

Yours obediently,

Deputy Minister & Public Works Engineer.

E. H. Verner, Esq.,
District Engineer,
New Westminster, B. C.

AH:AW

October 23, 1924.

J. J. Johnston, Esq.,
Vice-President, Good Roads League of B.C.,
New Westminster, B.C.

Dear Mr. Johnston,-

I beg to acknowledge your letter of
the 22nd instant.

In connection with the straightening
of the highway south of the Fraser River bridge,
Mr. Verner is going into this matter to-day.
Yesterday he made plans of this and he is now
getting in touch with the contractor who is re-
pairing this part of the bridge.

In connection with costs, we will know
in a few days whether we will be able to carry
out your wishes or not.

I am,
Yours truly,

1st Vice, Mayor J. J. Johnston
New Westminster
2nd Vice, Noble Bluns
Trall
3rd Vice, J. R. Colley
Kamloops
4th Vice, F. Lorne Roe
Penticton
Secretary, H. Frank Bird
Vancouver
Treasurer, J. W. Cunningham
New Westminster

DIRECTORS:

Mayor C. F. McHardy, Nelson
Mayor C. F. Costerton, Vernon
Mayor H. B. Rochester, Prince Rupert
Reeve G. F. Watson, Saanich
Reeve R. D. MacKenzie, Surrey
Reeve A. Lockley, Esquimalt
Reeve L. E. Marmont, Coquitlam
Reeve V. V. Vinson, W. Vancouver
Reeve W. H. Lembke, Point Grey
Ald. Fred. Crone, Vancouver
Ald. P. C. Gibbens, Vancouver
Ald. Robt. Fenton, New Westminster
Coun. Frank Russell, Burnaby
H. Cuthbert Holmes, Victoria
Jack Loutet, North Vancouver
H. A. Solly, Summerland
H. J. Burde, M.L.A., Port Alberni

HON. PRESIDENT, HIS HONOR LIEUT. GOV. W. C. NICHOL
Victoria
PRESIDENT, R. H. GALE, ESQ.
Vancouver

Good Roads League of B. C.

AIMS AND OBJECTS: THE COMPLETION OF ESSENTIAL
TRUNK ROADS AND THE PROPER UPKEEP OF THOSE
NOW SERVING THE NEEDS OF THE PROVINCE, AND
PARTICULARLY OF THE FARMING DISTRICTS.

SECRETARY'S OFFICE
ROOM 143 HOTEL VANCOUVER

VANCOUVER, B. C.,

New Westminster, B. C.

October 22nd, 1924.

The Honorable,

The Minister of Public Works,

Victoria, B. C.

Dear Dr. Sutherland:-

You will remember last week I spoke to you concerning the
straightening of the highway at the South side of the Fraser River
Bridge, and you kindly consented to look into the matter and let
me know your decision.

Since returning to the city I have made a report accordingly
to the Board of Trade here. The 'Columbian' of Saturday last also
gave a short account of my visit with you.

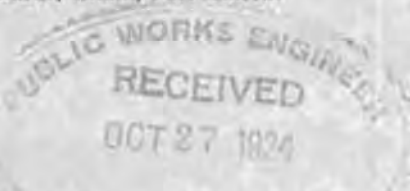
My object in writing you at this time is to ask you if it is
at all possible we would like you to have this work done. The
cost of the work I think would not be very great, certainly nothing
compared to the universal satisfaction it would give to so many
people. The Highway would then be without any danger spots were
this done. Now is a good time to have this completed as there
is going to be an exceptionally heavy tourist traffic on the Highway

DIRECTORS:

J. H. Schofield, M.L.A., Trall
J. R. Agar, New Westminster
E. Lee, Ucluelet, V.I.
W. T. Blair, Penticton
Lorne Campbell, Rossland
A. Morrison, Keremeos
P. W. Gregory, Princeton

**CHAIRMEN OF STANDING
COMMITTEES**

Legislative:
F. R. McD. Russell, K.C.
Vancouver
Auditing:
H. E. McDonald, Vancouver
Membership:
Reeve E. H. Bridgman
Road Marking:
Ald. Fred. Crone
Finance:
Mayor J. J. Johnston
Publications:
R. H. Gale



1st Vice, Mayor J. J. Johnston
New Westminster
2nd Vice, Noble Bluns
Trall
3rd Vice, J. R. Colley
Kamloops
4th Vice, F. Lorne Roe
Pentleton
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Reeve R. D. MacKenzie, Surrey
Reeve A. Lockley, Esquimalt
Reeve L. E. Marmont, Coquitlam
Reeve V. V. Vinson, W. Vancouver
Reeve W. H. Lembke, Point Grey
Ald. Fred. Crone, Vancouver
Ald. P. C. Gibbens, Vancouver
Ald. Robt. Fenton, New Westminster
Coun. Frank Russell, Burnaby
H. Cuthbert Holmes, Victoria
Jack Loutet, North Vancouver
H. A. Solly, Summerland
R. J. Burde, M.L.A., Port Alberni

HON. PRESIDENT, HIS HONOR LIEUT. GOV. W. C. NICHOL
Victoria

PRESIDENT, R. H. GALE, ESQ.
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Good Roads League of B. C.

AIMS AND OBJECTS: THE COMPLETION OF ESSENTIAL
TRUNK ROADS AND THE PROPER UPKEEP OF THOSE
NOW SERVING THE NEEDS OF THE PROVINCE, AND
PARTICULARLY OF THE FARMING DISTRICTS.

SECRETARY'S OFFICE
ROOM 143 HOTEL VANCOUVER

VANCOUVER, B. C.,

(2)

this coming Spring and the safer we can make the Highway for those
who use it the better for everyone.

I know of no work which would give greater satisfaction than
this. Besides this I would be glad to know that my effort on be-
half of such an organization as the Board of Trade would meet with
some degree of success. I would be glad to let them see that the
Government is mindful of local needs as well as larger works.

I feel sure you will do your best for us in this matter.

With Kindest Regards,

Yours truly,



October 27, 1924.

s22

Dear Sir:

With reference to your letter of the 23rd ultimo, I have to advise that the Government will undertake to renew your present lease at the expiration of the term set forth therein, for a further term of twelve years, on the understanding that at the expiration of the present lease the annual rental will be raised to \$120.00 per annum, payable in advance.

The extension of your lease is being granted in view of the fact that you are erecting valuable buildings on our property.

I am,
Yours truly,

Minister.

DISTRICT FILE 9-0-10-2

DEPARTMENT FILE.....



THE GOVERNMENT OF
THE PROVINCE OF BRITISH COLUMBIA

DEPARTMENT OF PUBLIC WORKS
(DISTRICT ENGINEER'S OFFICE)

4613



COURT-HOUSE,

NEW WESTMINSTER, B.C. October 25th, 1924.

Delta District
South Approach New Westminster Bridge

PUBLIC WORK ENGINEER
ANSWERED
NOV 6 - 1924
VICTORIA, B. C.

Mr. Ford
Minister
Approves
P.P.

Sir:-

Attached herewith please find copy of letter from the Nickson Construction Co. Ltd., confirming my telegram of yesterday's date re construction of new span for a roadway under the South Approach to the Fraser River Bridge.

Yours obediently,

E. H. Jones

District Engineer.

P. Philip, Esq.,
Deputy Minister & Public Works Engineer,
Parliament Bldgs.,
Victoria, B.C.

RC/J

Encls. 1.

178264

OKA
P.W.E.

NICKSON CONSTRUCTION CO. LIMITED

Contractors

410 Seymour Street,
Vancouver, B.C.

C
O
P
Y

E. H. Verner, Esq.,
Engineer,
New Westminster, B.C.

Dear Sir:-

With reference to our conversation in re a new span for a roadway under the South approach to the Fraser River Bridge, we have estimated the cost and we would be willing to construct the span as designed by yourself or Mr. McIntyre for the sum of \$2,500.00.

If this is satisfactory, kindly advise at once, so that we can make arrangements to have a track driver, a locomotive and train crew in attendance to drive the necessary piling.

Yours very truly,

NICKSON CONSTRUCTION CO. LTL.

per "T. R. Nickson"

CANADIAN PACIFIC RAILWAY COMPANY'S TELEGRAPH



RECEIVED
OCT 25 1924

TELEGRAM

VICTORIA, B.C.

All Messages are received by this Company for transmission, subject to the terms and conditions printed on their Blank Form No. 2, which terms and conditions have been agreed to by the sender of the following message. This is an unrepeat message, and is delivered by request of the sender under these conditions.

J. McMILLAN, General Manager of Telegraphs, Montreal.

1 Nw S 19

New Westminster, B. C. Oct. 24/24

The Hon. Dr. Sutherland,

Min. of Pub. Works, Victoria.

Re alteration of trestle for improved highway under New Westminster bridge Nickson's price is twenty five hundred dollars lump sum.

E. H. Verner.

3 55 p

Verner has not seen Mac Intyre but will do so at once & then wire further

178253

4:20 P.M.

24-10-24

September 23rd 1924.

The Honorable

Dr. J. H. Sutherland

Minister of Public Works

Victoria, B. C.



Dear Sir:

With reference to the lease granted me of the Provincial Government Lands at the junction of the Pacific Highway and the Scott Road, at South Westminster.

The lease is only for the term of 12 years and at the time the lease was drawn I asked that the time be extended as I did not consider that the term was long enough to justify me in making the necessary outlay needed to improve the property.

I have, however, gone to considerable expense to improve the property, and have made it attractive and convenient for the general public and much safer for the traffic along both highways.

I have had several conversations with A. D. Paterson M.P.P. and he informed me that he had brought the matter of an extension of the lease to your attention.

I shall esteem it a great favor if you would give me definite assurance of an extension of the present lease so that I may feel safe in going ahead improving the property.

176814

July 31st, 1923

Parliament Buildings

Sir:

Enclosed please find official receipt #86579 - \$60.00 - for cheque received, to cover lease of Provincial Government Lands, at junction of Scott Road and Pacific Highway, at South Westminster, in Surrey Municipality, to July 1925.

Yours obediently,

Public Works Engineer.

s22

AH:MC

DEPARTMENT OF LANDS

4673

All communications in reference to
Land matters should be addressed to
Public Works Engineer
DEPARTMENT OF LANDS.



VICTORIA, B. C. July 23, 1924.

LANDS BRANCH

Memorandum to the Department of Public Works.

Please refer to File 046592.
Attention "Accounts."

RECEIVED
JUL 28 1924
JUL 28 1924

Enclosed herewith please find copy of
a letter received from ^{s22} together with
cheque for the sum of \$60.00, referred to
therein, which has been endorsed over to
your Department.

A. Bathcart

Superintendent of Lands.

Encs. 2.

HEM)DW.

174108

[Large handwritten signature]
C. C. & A.

C O P Y

s22

July 16th, 1924.

Deputy Minister of Lands,
Parliament Buildings,
Victoria, B. C.

Dear Sir:

Herewith enclosed herewith please find cheque for \$60.00 to cover lease of Provincial Government Lands, at junction of Scott Road and Pacific Highway, at South Westminster, in Surrey Municipality, to July 1925.

Yours very truly,

s22

Enc.1.

4623



THE GOVERNMENT OF
THE PROVINCE OF BRITISH COLUMBIA

DEPARTMENT OF PUBLIC WORKS
(DISTRICT ENGINEER'S OFFICE)

June 9th 1924



New Westminster District

s22 & Lease of Pt.
of Sec. 18, Blk. 5, N.R. & W.

Sir:-

With reference to the Public Works Engineer's letter of Sept. 19, 1923, I beg to report that the Gas Station and improvements on the above mentioned property have been completed in a very satisfactory manner, and the terms of the agreement have been carried out as stipulated.

Yours obediently,

E. H. Verner

Assistant District Engineer.

E. H. Verner, Esq.,
District Engineer,
Court House,
NEW WESTMINSTER, B.C.

Approved - June 11, 1924.

E. H. Verner

District Engineer.

GNS/J

ATTENDED	
ANSWERED	 NOTED
REFERRED TO	
JUN 12 1924	
OFFICE ENGINEER, PUBLIC WORKS DEPT. VICTORIA, B. C.	

Feb. 25, 1924.

New Westminster District
New Westminster Bridge

Memo. to the Honourable Dr. J.D. MacLean,
Minister of Railways, &c.

I beg to enclose herewith copy of a communication from the Department of Indian Affairs, Ottawa, and a copy of a letter - in this connection - from this Department to the Superintendent of Indian Affairs. This is all the information we can find on our records in this Department.

The Public Accounts show a payment of \$10.00 in 1902-03, to F. J. Coulthard, of New Westminster, for services as valuator on damage done to Indian Reserve, but we cannot find any case of the \$100.00 having been paid.

Deputy Minister of Public Works.

JEG:MF
Enc. 2.



IN YOUR REPLY REFER TO

No. 27153-22

ALSO TO THE DATE OF THIS LETTER.

PLEASE WRITE ON ONLY ONE SUBJECT
IN EACH LETTER.

DEPARTMENT OF INDIAN AFFAIRS
CANADA

Ottawa, 13th February 1924

Sir,- Your file No. 4021/5-6

I beg to refer you to your letter of the 16th July 1906 asking in whose favour a voucher should be made for \$100.00 compensation for .53 of an acre taken from the Musqueam Indian reserve No. 1 to be used for the approach to the New Westminster bridge.

It appears that payment for the improvements affected has been made to Chief Charlie Squamish but no payment has been made for the land and no transfer to your Department has taken place. You are requested to forward the sum of \$100.00 and a plan on tracing cloth for permanent record here. The voucher should be made to the Department of Indian Affairs, Ottawa.

Your obedient servant,

(J.D. McLean)
Assistant Deputy and Secretary.

The Deputy Minister of Highways,
Victoria, B.C.

*J.J. Boulton paid 1000
1907/03 as valuation
on damage done to Indian
Reserve. but cannot
draw any pay. for the
damage. not at
mentioned above.
166949
DEPT.*

CANADA
JAN 15 1924

New Westminster District
Strip of Land bordering on
Columbia Street.

Sir:

Referring to your communication of the 8th instant, I beg to advise that arrangement is being made to pass an Order-in-Council covering the payment of \$20,000.00, being purchase price of land bordering on Columbia Street.

Cheque will be sent you in due course.

Yours obediently,

Deputy Minister of Public Works.

The Honourable,
The Mayor of New
Westminster, B. C.

*Carriage No 55825 E**Lot 6 to 42 North M.
+ Water Lot 73 to 82 - Bridge?*

JEG:MF

Jan. 15, 1924.

New Westminster District
Strip of Land bordering on
Columbia Street.

Memo. to the Deputy Minister
of Finance.

Will you kindly arrange for an Order-in-Council covering the payment of \$20,000.00 to the City of New Westminster, being purchase price of a strip of land bordering on Columbia Street.

Chap 53 - 1923

Bill No. 86, passed at the last Legislature, cited as "New Westminster Reserves Act, 1923," is authority for this expenditure.

Deputy Minister of Public Works.

JEG:MF

See letter to Mayor 10/1

*See 6 4 43 1923 M
29 4 84 Bridge St
Wahm
Administration By Railway Dept*

4623

MAYOR'S OFFICE



T. S. ANNANDALE, MAYOR
NEW WESTMINSTER, B. C.

Jan. 8th, 1924.

Hon. J. Sutherland

PUBLIC WORKS ENGINEER
RECEIVED
JAN 12 1924
VICTORIA, B. C.

What name?

Hon. Minister of Finance,
Victoria, B. C.

DEPT. OF MINISTERS PUBLIC WORKS
AUG 15 1924
VICTORIA, B. C.

Dear Sir :

This Council has been advised that a Bill ~~was~~ passed at the last session authorizing the purchase of a strip of land, bordering Columbia Street, in the City of New Westminster for \$20,000.00

Would you please arrange for the cheque for this amount to be forwarded as early as possible?

Thanking you,

Yours very truly,

T. S. Annandale

Mayor.

TSA

165468



4673

VICTORIA

12th December, 1923.



The Honourable Dr. W.H. Sutherland,
Minister of Public Works,
Victoria.

Dear Sir:

re City of New Westminster

I enclose you herewith a copy of a Resolution passed at the regular meeting of the Council of the City of New Westminster on the 10th instant. The Honourable the Premier stated that on receipt of a copy of this Resolution of the City Council, he would consent to the proposed amendment to the "New Westminster Bill" which I have already handed to you.

Yours very truly,



DW-MR.
encl.

164919

DEPY

CITY CLERK'S OFFICE



T. J. THOMAS, CITY CLERK
NEW WESTMINSTER, B.C.

Dec. 11th, 1923.

David Whiteside, Esq., M.L.A.,
Parliament Bldgs.,
Victoria, B. C.

Dear Sir :

Enclosed please find
copy of a resolution passed at the
regular meeting of the Council of the
City of New Westminster, on the 10th
inst.

Yours truly,

WAD/N Acting City Clerk.

C O P Y :

"That the money to be paid by the Provincial Government for the purchase of Block "M", in this City, be used in reducing the local improvement taxes on lots abutting on Columbia Street, between Fourth Street and Leopold Place, and for no other purpose".

*Certified a true copy
W. A. Duncan
Actg City Clerk*

2 of 4683

HON. MINISTER OF PUBLIC WORKS.

BILL.

No. 86.]

[1923.

An Act respecting the City of New Westminster, Reserves.

HIS MAJESTY, by and with the advice and consent of the
Legislative Assembly of the Province of British Columbia,
enacts as follows:—

1. This Act may be cited as "New Westminster Reserves Act, Short title.
1923."

2. (1.) Notwithstanding anything contained in the "New Westminster City Lands Act, 1884," or the "New Westminster City Lands Act (1884) Amendment Act, 1885," or in the "Municipal Act," it shall be lawful for the Corporation of the City of New Westminster, in consideration of the sum of twenty thousand dollars to be paid by His Majesty to the said Corporation, to convey to His Majesty in the right of the Province all the estate, right, title, and interest of the said Corporation in and to all and singular those certain parcels or tracts of land and premises situate, lying, and being in the City of New Westminster and Province of British Columbia, and composed of Lots 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, and 43, in Block "M," as shown on the official plan of the City of New Westminster deposited in the Land Registry Office at New Westminster and there numbered 2620, and also those certain parcels of land and land covered with water situate, lying, and being in the said City of New Westminster, and composed of Water Lots 79, 80, 81, and 82, as shown on the said official plan of the City of New Westminster; excepting and reserving unto the Corporation of the City of New Westminster, its successors and assigns and its agents, servants, and workmen, and all other persons acting for or on behalf of the said Corporation,

Authority for
conveyance to
the Crown.

a free and uninterrupted right of way, ingress, egress, and regress for persons, animals, and vehicles through, along, and over said Lots 14 and 36 for the purpose of renewing, repairing, and cleaning the existing sewer outfalls now laid down and constructed in and upon the said lots and to keep and maintain the same for the use and convenience of the said Corporation, its successors and assigns, and upon execution and delivery of a deed of conveyance under the corporate seal of the said Corporation the said lands and premises shall vest in His Majesty for an indefeasible estate in fee simple.

Application of
purchase money.

(2.) The said sum of twenty thousand dollars, less any expenses incurred by the Corporation in connection with the preparation or carrying into effect of this Act, shall be applied by the Corporation in reduction of the assessment or assessments imposed or to be imposed under the "Columbia Street Extension Local Improvement Debenture Assessment By-law, 1911," being By-law No. 88 of the City of New Westminster, in such manner as the Council of the Corporation may by resolution determine.

Validation of
previous sales.

3. Notwithstanding anything contained in the "New Westminster City Lands Act, 1884," or the "New Westminster City Lands Act (1884) Amendment Act, 1885," and notwithstanding any law to the contrary, all sales of any of the lands mentioned in the said Acts heretofore made by the Corporation of the City of New Westminster and evidenced by conveyances registered in the Land Registry Office at the City of New Westminster and the said conveyances are hereby confirmed and declared to be and to have been from and since the execution of the said conveyances respectively good, valid, legal, binding, and effectual to all intents and for all purposes, any law, usage, or custom to the contrary notwithstanding.

VICTORIA, B.C.:

Printed by WILLIAM H. CULLIN, Printer to the King's Most Excellent Majesty.
1923.

September 22nd, 1923

New Westminster District
Re Lots 6-21, Block "M",
City of New Westminster

Sir:

Referring to your communication of the 18th instant, your file 1-53-3, I understand the Provincial Government Railway Department is handling the subject matter, and it is not under our jurisdiction.

I think you will find that the correspondence is from some other department of the Canadian National Railways - probably operating.

Yours obediently,

Deputy Minister of Public Works

R. W. Hannington, Esq.,
Ass't. Counsel, Western Region,
Canadian National Railways,
Vancouver, B.C.

JEG:EMR

4673

CANADIAN NATIONAL RAILWAYS
LEGAL DEPARTMENT

R. H. M. TEMPLE,
GENERAL SOLICITOR,
WINNIPEG

ROBERT WETMORE HANNINGTON,
GENERAL ATTORNEY,
VANCOUVER

A. R. MACLEOD,
ASST. ATTORNEY
VANCOUVER

VANCOUVER, B.C., September 18th 1923

REFER TO FILE NO. 1-53-3

The Deputy Minister of Public Works,
Victoria,
B.C.

Re Lots 6 to 21, Block "M",
City of New Westminster.

Dear Sir,

I have been furnished with a copy of the lease of January 15th 1903 from the City of New Westminster to the Crown covering these lots and others in connection with the railway approaches relating to the New Westminster bridge.

You are probably aware (and the Premier certainly is) that our Company has been negotiating for the installation of a spur and freight shed, and for that purpose we shall require to lay our tracks on Lots 6 to 21, Block "M" (both inclusive). I presume that there will be no difficulty in arranging with the Government for the necessary running rights and later on I shall probably take up that question with you in greater detail.

The B.C. Electric Railway Company is already operating its tracks on these lots and it may be that, for greater convenience, we shall wish to make a connection with their line. I presume that their tracks were installed under some agreement with the Government and if so, I should be grateful if you would kindly send me a copy of same for our information, with particular reference to the question of whether or not there are any reservations in the agreement in favour of our own or any other railway.

160382

DEPY.

Sept. 19, 1923.

New Westminster District

John W. Wise & Lease of Pt.
of Sec.18, Blk.5, N.R.& W.

Sir:

Referring to Mr. Stowe's report of the 12th instant, regarding the above matter, the specifications were referred to Mr. Whittaker, Supervising Architect, who reports as per the attached.

If necessary, you can request Mr. Muirhead to look into the question of the wiring when in this neighborhood.

Kindly advise us when the building, etc., has been completed to your satisfaction.

Yours obediently,

Public Works Engineer.

E. H. Verner, Esq.,
District Engineer,
New Westminster, B. C.

FIM:E
Encl.

REFER TO
FILE NO. 4623.

IN REPLYING, WRITE ONLY ON ONE SIDE OF THE PAPER.
REFER TO ONLY ONE SUBJECT OR TO ONE WORK IN A LETTER.



THE GOVERNMENT OF
THE PROVINCE OF BRITISH COLUMBIA

4623
DEPARTMENT OF PUBLIC WORKS

VICTORIA. Sept. 17th, 1923.



New Westminster District

ANSWERED	19/9	211
REFERRED TO		
OFFICE ENGINEER, PUBLIC WORKS DEPT. VICTORIA, B. C.		

Memo. for the Public Works Engineer

In answer to your Memo. of the 13th. instant, the Septic Tank appears in order, but no mention is made of a filter-bed, which should be used in this connection - a large hole filled in with clean gravel and stone to filter the water from tank before the effluent is discharged in a ditch.

The specifications are unusually short for this work, and not as fully described as would be the case if prepared by ourselves.

The Electrical specification describes nothing and should be approved by Mr. Muirhead, and the gasoline layout by Mr. Thomas.

There is no specification for plumbing and painting at all.

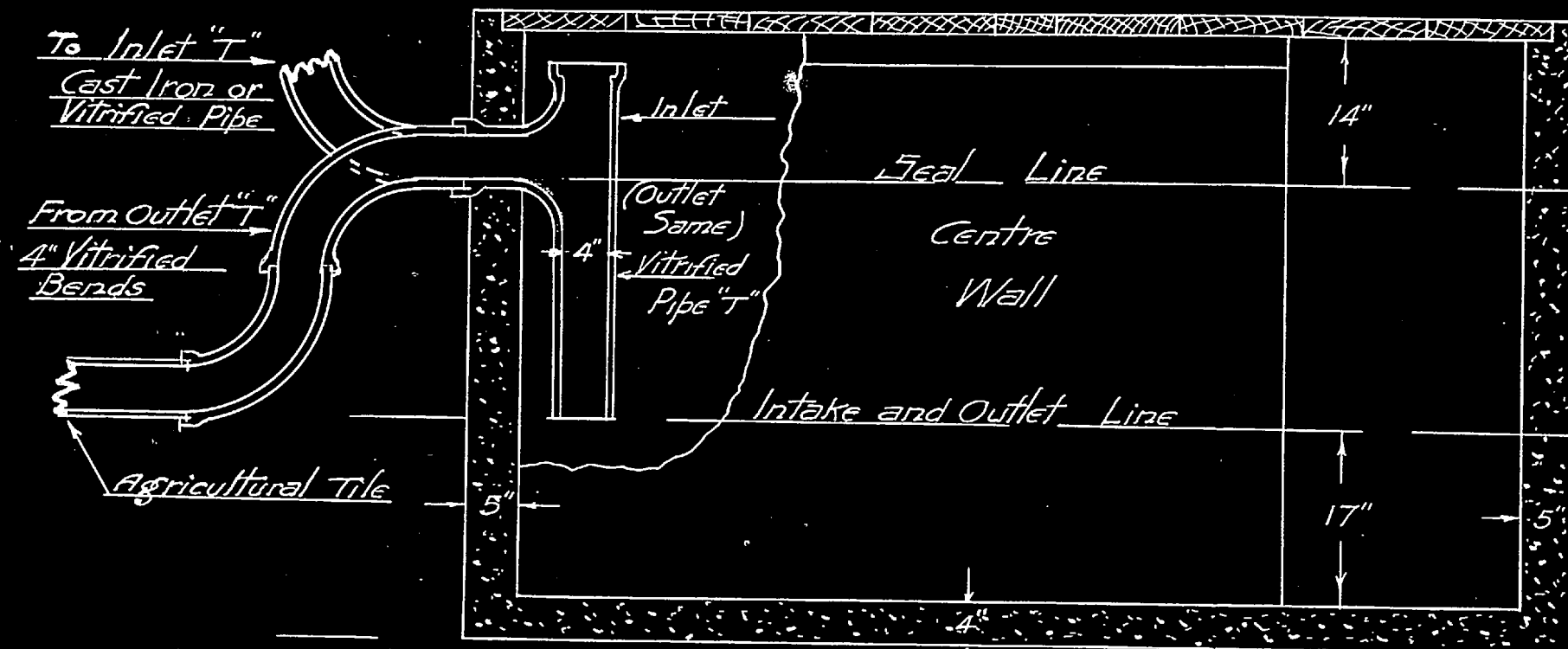
Hy. Muirhead

Supervising Architect.

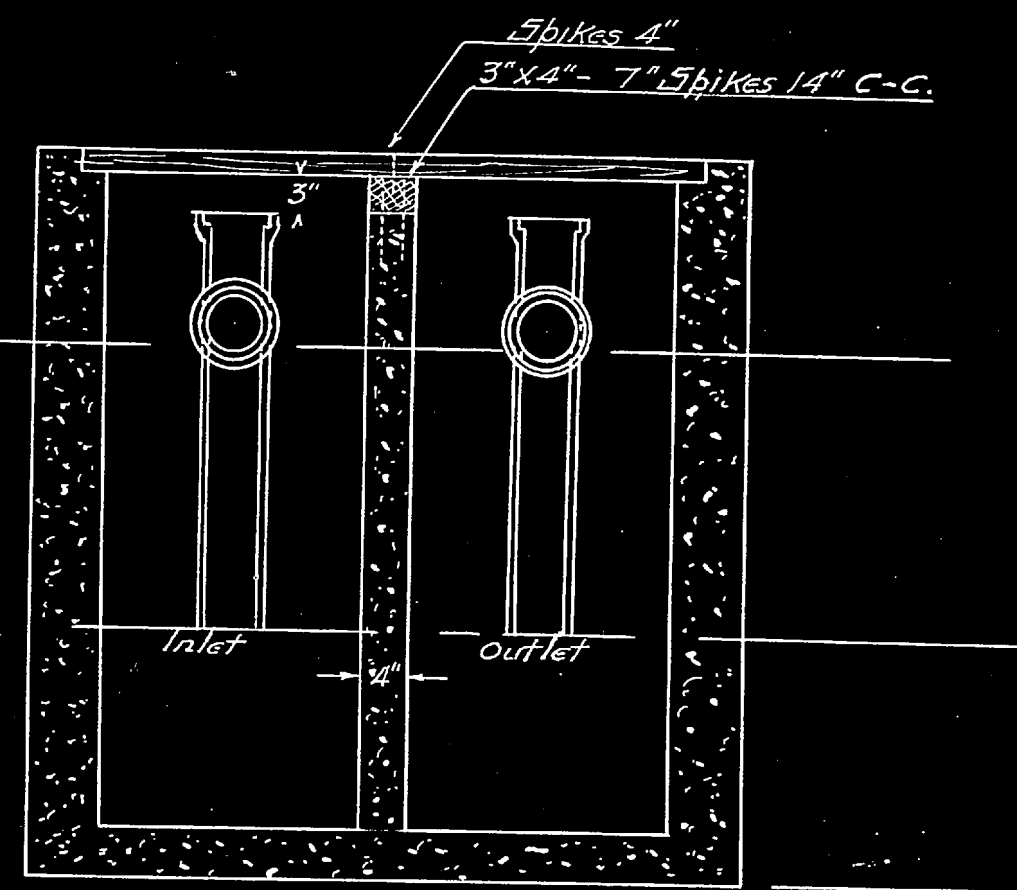
HW:MI

160333

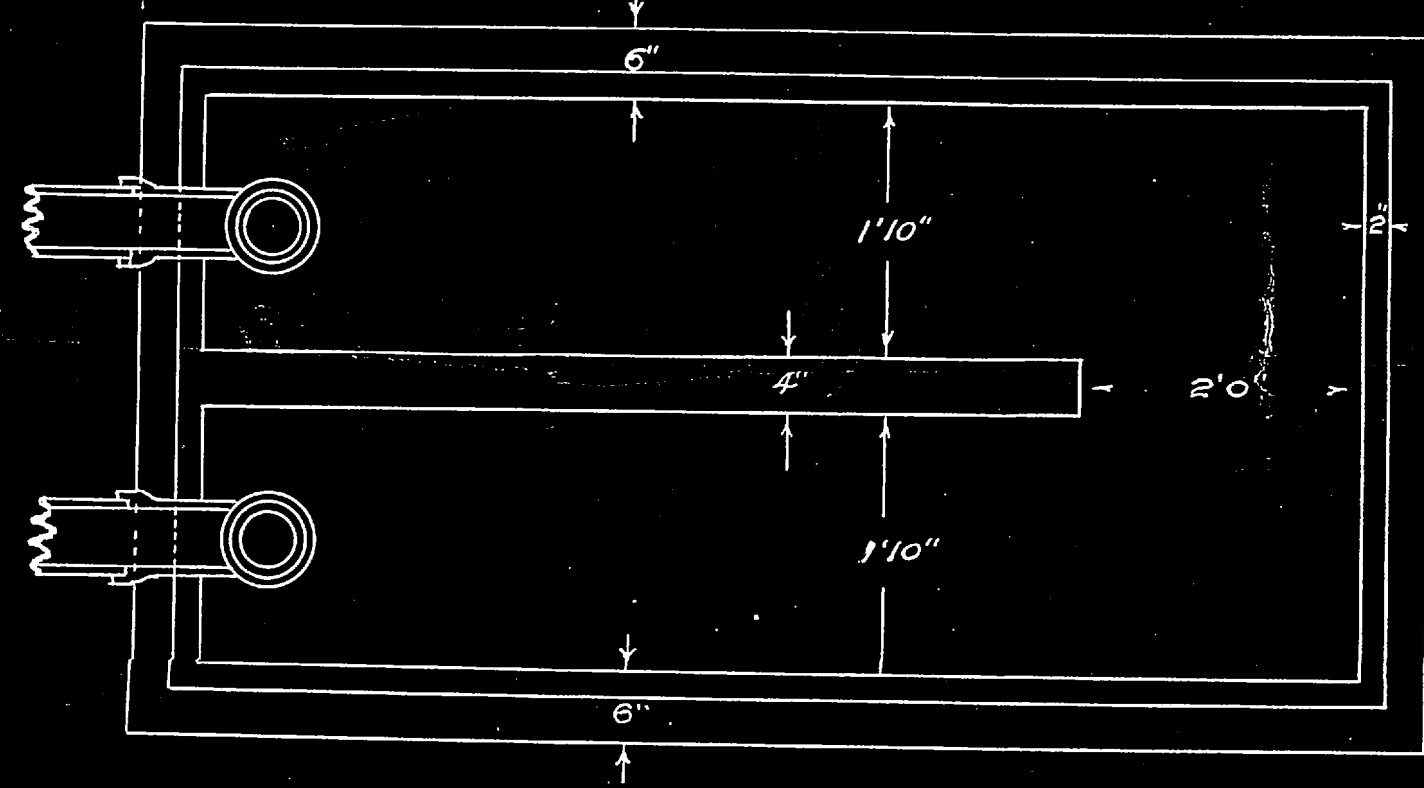
A.P.W.B.



SIDE ELEVATION



END ELEVATION



PLAN

- THE -
ROSS
STANDARD SEPTIC
TANK

DIMENSIONS ACCORDING TO REQUIREMENTS

Scale: 3/4" = 1'

Cloverdale, B.C.
Aug. 14th 1923

5'0"

SPECIFICATIONS.

for labor and materials required to build a Gas and Comfort Station at the intersection of the Pacific Highway and the Scott Road at South Westminster B.C. for J.W.Wise.

The Contractor is to supply all labor and material required to complete the building according to plans and Specifications in a proper workmanlike manner and to the satisfaction of the owner or his agent.

SITE

The site will be graded to proper level by the owner and foundation timbers placed.

CONCRETE

Concrete shall consist of 1 part Cement, 2 parts of Sand and 4 parts of gravel turned over 2 times dry and 2 times after being wetted sufficiently, sufficient water being used to give the mixture the proper consistency

Concrete floor to be laid over the entire enclosed part of building, the slab to be six (6) inches thick. The slabs to form foundations for pump and posts in driveway to be Twelve (12) inches thick to be laid over all of 1 part cement and 1 part of sand and trowelled smooth and finished true and level. 1/2" dowell pin to be bed in floating for posts.

SIZE OF TIMBER Studding 2" X 4" at 2' centres.

Top plate 2" X 4" Double.

Bottom plate 2" X 4" Single.

Girts 2" X 4" 2 round all walls.

Ceiling posts 2" X 6" 2' centres

Rafters 2" X 6" 2' centres

Cellar ties 2" X 6" 2' centres

Braces 1" X 8"

Beam 3 pieces 2" X 12"

Posts 10" X 10" sawn

Roof Beards 1" X 6"

Frame building as shown with 2 X 4 studding set 2 feet apart. Single plate at bottom and double plate at top with 2 girts all round outside walls and internal walls

WALLS.

The outside walls to be constructed with No. 2 Shiplap laid diagonal and finished with 2 X 10 water table and 1 X 6 V joint Rustic over paper. All inside walls and ceilings including ceiling over driveway to be covered with 1 X 4 T & G V Joint the walls to be covered vertically and finished at ceiling with 3" bed moulds.

POSTS & BEAMS

The posts on each side of driveway to be 10" X 10" selected fir finished from saw fastened at foot with 1 1/2" dowell pin set in concrete footing.

Beams over posts to be framed with 3 pieces 2" X 12" spaced to form a 10" beam with sawn side outside, the same finish to continue all round building.

Ceiling posts to be 2" X 6" at 2 ft. centres and to project as shown to form cornice round building. Exposed ends to be left rough. 1" X 8" ship lap to be laid with sawn side down over roof projections.

RAFTERS

Rafters to be set on top of ceiling posts at wall line, with 2" X 6" Cellar ties 1" X 8" Braces to Ceiling joists 2" X 4" Jack Rafters to be placed over projection to form break in roof as shown.

ROOF.

The whole roof to be covered with 1" X 6" spaced 2" apart and covered with 1st. Quality Cedar Shingles laid 4 1/2" to the weather. The ridges and hips to be shingled.

DOORS.

Doors to toilets be to 2'4" as shown with transom to open inwards with adjuster complete. Door to store room same as above. Entrance Door to office to be 2'6" and have glass panel and provided with lock of a value of \$7.00. Doors to be hung with 1 pair 3 1/2" X 3 1/2" butts and substantial locks.

WINDOWS.

Windows to be as shown, transoms over windows to be hinged to open inward and provided with ratchet adjuster. All hardware to be selected by owner.

END POSTS.

The posts at extreme end of building to be braced together with 4 X 4 checked into posts and checked together at intersection. The bracing to be set flush with inside of post. The bracing on outside to be covered with lattice and cut to form arches over Pump Station.

(3)

4" Cast Iron Pipe in concrete for Toilet connection and carried to outside of building line. To be furnished and installed by owner.

GUTTERS

4" X 4" Galvanized Gutter to be placed all round eaves with 3 down spouts as points where shown.

SIGN

Sign to be constructed of 2" fir, finished material, with suitable mouldings as shown on plan.

ELECTRICAL EQUIPMENT.

The building shall be wired to provide for lighting and heating as follows: all lights and heater to be furnished by owner.

24 - 16 Watt lights on cornice, weatherproof sockets.
2 - 40 " " Driveway ceiling.
2 - 40 " " Main building, drops.
3 - 25 " " in toilets and storeroom.
3 - 40 " " in roof, weather proof sockets and with wire guards.

1 heating connection to provide for 500 Watt heater with cut out indicating switch, fuses, plug receptacle and meter installation (price to be quoted separately for this.)

FUSE BOX

To contain separate fuses for cornice lights, roof lights and drive way lights each plainly indicated and main switch.

SWITCHES.

Separate wall switches to be provided for cornice lights, roof lights, building lights and driveway lights on front wall.

All wiring and installation of equipment to be done in accordance with the requirements of the Board of Fire Underwriters and to comply with the regulations and Bylaws for same of the City of New Westminster B.C.

THIS AGREEMENT made the

day of August 1923.

BETWEEN

.....
.....

(hereinafter called the "CONTRACTOR")
of the One Part.

AND

J.W.Wise of South Westminster in the Province
of British Columbia,

(hereinafter called the "OWNER")
of the Other Part.

WITNESSETH AS FOLLOWS:

COVENANT TO DO WORK

In consideration of the price or sum set out in Schedule "A" hereto to be paid by the Owner to the Contractor as herein specified, the Contractor agrees to do all the work and furnish all the material required to construct a gas and comfort station at the intersection of the Pacific Highway and the Scott Road at South Westminster B.C. in accordance with the accompanying plans and specifications, which form a part of this Agreement and within the time herein limited.

The work is to be commenced on the signing of this Agreement and to be carried out in such a manner as to ensure its completion within the time herein limited, time being of the essence of this Agreement.

EXTRA WORK

No extra work or material shall be allowed or paid for unless upon the previous written order of the owner or his agents to the Contractor and then upon a price previously agreed upon between the owner and contractor.

OMISSIONS.

It is understood and agreed by the Contractor that this agreement and the attached plans and specifications are to provide for the work herein referred to to be fully completed in every detail for the purposes designed and that the Contractor having examined the site of the works, the plans and specifications agrees to furnish anything and everything necessary for such construction and completion, notwithstanding any omission in the

in the drawings, plans or specifications.

DAMAGE.

The Contractor shall be at all the risk of and shall pay and bear all loss or damage whatsoever, except that arising from natural causes, which may occur to the works until the same is fully and finally completed, delivered to and accepted by the owner, and if any loss or damage occurs before such final completion delivery or acceptance, the Contractor shall immediately at his own expense, repair, restore or re-execute the work so damaged or which may have been destroyed. The Contractor shall also be responsible for and pay for any damage which may occur to property or persons due to any actions of himself or any person or persons in his employ or under his control by reason of his or their actions during the progress of the work. He shall also in this regard comply with all the laws of the Province in this regard and to all Bylaws and Regulations of the Municipality of Surrey.

TIME OF COMPLETION

This work under this Agreement shall be fully and finally completed on or before the day of 1923.

COVENANT TO PAY

In consideration of the faithful performance by the Contractor of the work herein specified at the time herein limited and the full carrying out of the covenants and agreements herein contained to be kept and performed by him, The Owner hereby agrees to pay the Contractor percent of the price or sum set out in Schedule "A" herein, at the time of said full completion and acceptance of said work by the Owner and the balance of percent within thirty one (31) day from the date of such final completion and acceptance, provided that the Contractor has on or before the last mentioned date satisfied the owner, either by certified signed payrolls and receipted bills or otherwise, that no claims, demands or liens, mechanic or otherwise attach or can attach to the building or property of the owner on account of any unpaid wages or bills for material, or any claims for damages or otherwise on account of said work and agreement.

(3)

IT IS UNDERSTOOD and Agreed by the parties hereto that the covenants and agreements herein contained shall extend to bind and be effectual on the heirs executors administrators and assigns of the said parties hereto respectively.

IN WITNESS WHEREOF the said parties hereto have hereunto sets their hands the day and year first above written.

SIGNED SEALED AND DELIVERED)

In the presence of

.....
Contractor

.....
Owner.

SCHEDULE "A".

For the furnishing of all material specified together with the necessary labor plant and equipment for the construction of the Gas and Comfort Station at South Westminster B.C. in accordance with the accompanying plans and specifications and contract the

undersigned hereby agree to execute the work as described and in full compliance with the terms and conditions thereof for the lump sum or price of \$

Percentage over cost at which extra work will be done. percent.

September 13th, 1923.

New Westminster District.

s22 & Lease of Pt.
of Sec.18, Blk.5, N.R.& W.

Memo. - To the Supervising Architect.

Kindly refer to 160156 and the
previous correspondence thereon, and advise
if the specifications generally meet with
your approval.

Public Works Engineer.

FLM:NP

4623.

4623

Sept. 12th

3.



New Westminster District

s22 & Lease of Pt.
of Sec.18, Blk.5, N.R.& W.

ATTENDED	13/9/23
ANSWERED	13/9/23
REFERRED TO	13/9/23
OFFICE ENGINEER, PUBLIC WORKS DEPT. VICTORIA, B.C.	

Sir:

With reference to the Public Works Engineer's letter of the 5th instant, file 4623.

I beg to report that the work in connection with constructing the Gas and Comfort Station, is progressing very favourably. The area marked "A" on plan, is filled in, and only requires to be levelled off, approximately 1200 cu. yds., of material was used for fill.

The septic tank has been installed, as per attached blue print, with the exception, it has a concrete cover and manhole.

The gas tank has been put in according to the Fire Marshall's regulations. The tank is of 500 gal., capacity. Construction of the gas station building will commence in a few days.

Attached is a copy of specifications of proposed building.

Yours obediently,

E. H. Verner

Assistant District Engineer.

E. H. Verner, Esq.,
District Engineer,
New Westminster, B.C.

GNS/S.
encl.

Approved - Sept. 12, 1923.

E. H. Verner

District Engineer.

160156

A.P.W.E.

September 5th, 1923.

New Westminster District
s22 & Lease of Pt.
of Sec.18, Blk.5, N.R. & W.

Sir:

Kindly advise what progress is being made in connection with our letter of the 3rd ultimo, regarding the above matter.

At the same time, please report if the terms of the agreement with s22 have been carried out so far as practicable.

Yours obediently,

Public Works Engineer.

E. H. Verner, Esq.,
District Engineer,
Court House,
New Westminster, B. C.

FLM:NP

August 3rd, 1923.

New Westminster District
s22 & Lease of Pt.
of Sec.18, Blk.5, N.R. & W.

Sir:

In connection with the agreement with s22
s22 copy of which was forwarded you on the 26th
ultimo, a blue print of the proposed garage has been
received here.

s22 has been advised as per the attached
letter, to send further information to you. On receipt
of same will you kindly submit your report and recom-
mendations, bearing in mind that the Fire Marshall's
regulations must be strictly complied with. Copy of
same will no doubt available in the Court House.

Yours obediently,

Public Works Engineer.

E. H. Verner, Esq.,
District Engineer,
Court House,
New Westminster, B.C.

FLM:NP

Encl:

August 3rd, 1923.

New Westminster District
s22 & Lease of Pt.
of Sec. 18, Blk. 5, N.R. & W.

Sir:

I am in receipt of yours of the 28th ultime enclosing blue print of proposed garage at above location.

Until in receipt of specifications of the work proposed to be done and some details of the proposed building, particularly as to the septic tank, this Department can not intelligently pass upon the proposed plan.

As the work is to be done under the supervision of E. H. Verner, District Engineer, Court House, New Westminster, I would suggest that you send a blue print and detailed plans and specifications direct to him.

Yours obediently,

Public Works Engineer.

s22

FLM:NP

4675

s22

July 28th. 1923.



Public Works Department

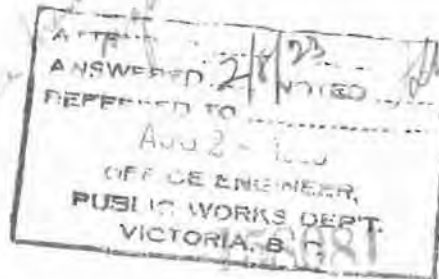
Victoria B.C.

Dear Sir,

I enclose herewith a blue print showing Proposed Gas Station at South Westminster B.C. I regret that owing to an unfortunate oversight this has not been forwarded before.

Yours truly,

s22



PLAN OF GAS STATION

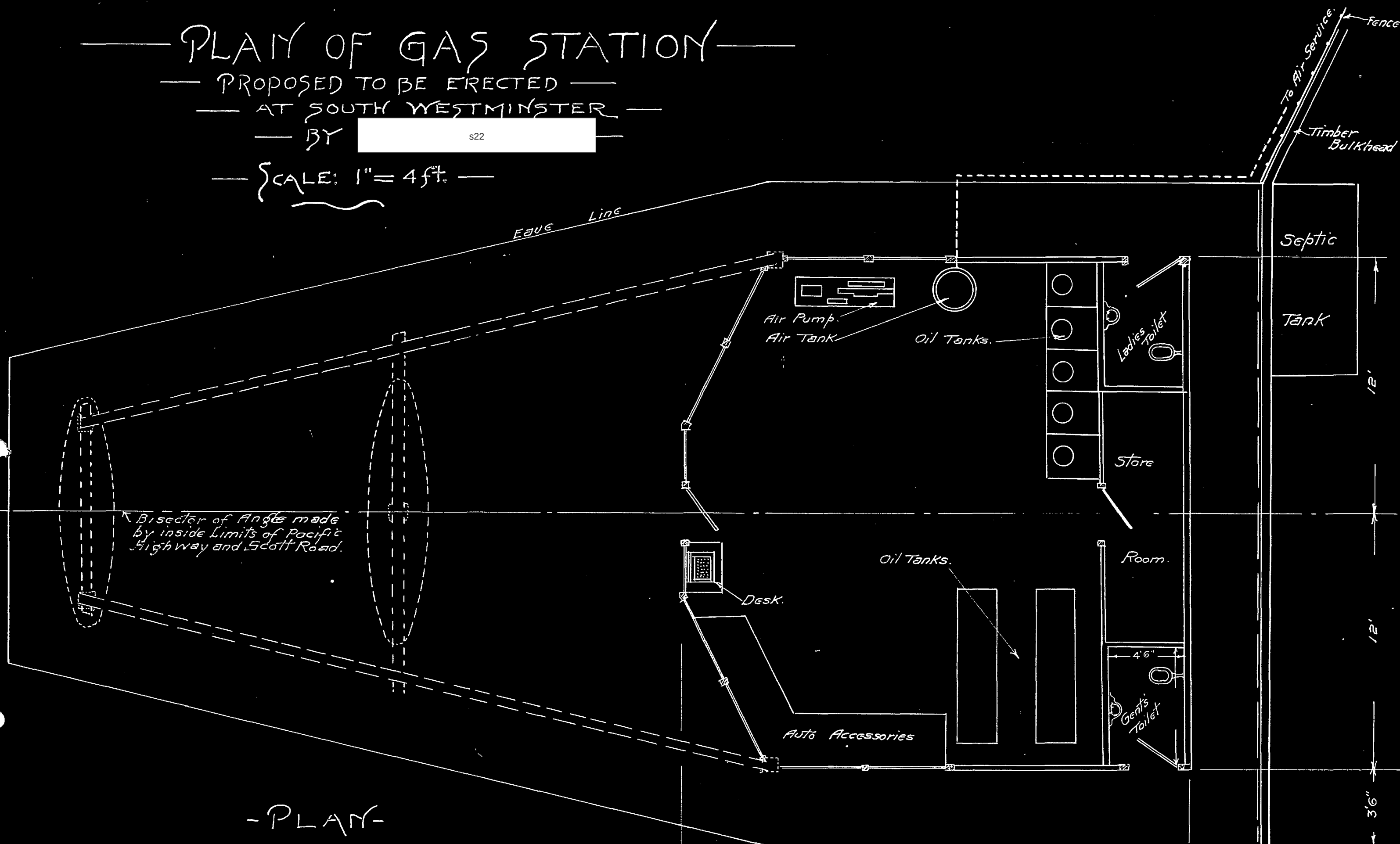
PROPOSED TO BE ERECTED

AT SOUTH WESTMINSTER

BY

S22

SCALE: 1" = 4 ft.



- PLAN -

100' to Point of Intersection of Road Limits

24'



- SIDE ELEVATION -

July 26th, 1923.

New Westminster District
s22 & Lease of Pt.
of Sec. 18, Blk 5, N.R. & W.

Sir:

I have to acknowledge receipt of yours of the 29th ultimo, your file 3267 B.C.L., enclosing Letters Patent bearing date the 25th June, 1923, for Pt. of Section 18 of Block 5, North, in Range 2, West, in Township 38 West of the Coast Meridian, which have been issued in the name of the Province of British Columbia.

As requested I am returning signed receipt.

Yours obediently,

Public Works Engineer.

H. O. Coté, Esq.,
Controller,
Land Patents Branch,
Ottawa.

FLM:NP

Encl:

July 26th, 1923.

New Westminster District
s22 & Lease of Pt.
of Sect. 18, Blk 5 N.R. & W.

Sir:

Herewith for your information and records
is copy of unsigned lease in connection with the
above matter.

s22 was to have forwarded plans of the
proposed garage, etc., for the Department's approval,
but so far no plans have been received.

Kindly see that the conditions of paragraphs
2 and 4, Page 2, are complied with within the stipu-
lated times and that the terms of the agreement in
general are carried out.

Yours obediently,

Public Works Engineer.

E. H. Verner, Esq.,
District Engineer,
Court House,
New Westminster, B.C.

FLM:MP

Encl:

July 25th, 1923.

New Westminster District
s22 & Lease of Pt.
of Sect. 18, Blk 5 N.R. & W.

Sir:

I have to acknowledge the receipt of
your letter of July 16th, enclosing cheque of
s22 for \$60.00, covering first year's
rental on the above.

I return herewith one copy of the
agreement duly signed.

Yours obediently,

Public Works Engineer.

J. D. Kennedy, Esq.,
Barrister,
Clarkson & Lorne Sts.,
New Westminster, B. C.

AH:AW
Encl.

ADDRESS YOUR REPLY:
THE CONTROLLER,
LAND PATENTS BRANCH,
DEPARTMENT OF THE INTERIOR.



IN YOUR REPLY PLEASE QUOTE THIS
FILE NO. 326 76 B.C.R.

DEPARTMENT OF THE INTERIOR
CANADA

Land Patents Branch

508/LM.

Ottawa JUL 28 1923



Sir,-

I beg to enclose Letters Patent bearing date
the 25th June, 1923, for Pt of Section 18 of Block 5 North,
in Range Section 2 West in Township 38
Range West of the Coast Meridian, which have been
issued in your name of the Province of British Columbia.

Encl.

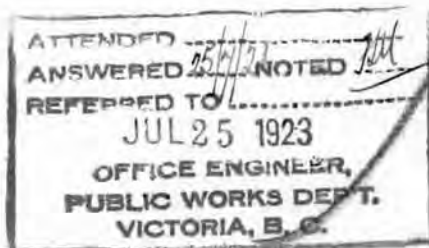
Please sign and return to this Department the
accompanying form of receipt.

Your obedient servant,

N.O. Côté,

Controller.

To P. Philip Esq.,
Engineer, Department of Public Works,
Victoria,
British Columbia.



157562

4623

July 18th, 1923.

New Westminster District
Re Lease to

s22

Sir:-

Referring to your communication of the 5th instant, I beg to advise that the Government is not disposed to alter the lease. At the termination of the 12-year period the matter of extension will no doubt be treated on its merits.

Yours obediently,

Deputy Minister of Public Works

J. D. Kennedy, Esq.,
Barrister,
Clarkson & Lorne Sts.,
New Westminster, B.C.

JEG:GF

J. D. Kennedy
Barrister, Etc.



July 16th /23

The Honourable
The Minister of Public Works
Victoria, B.C.

Sir

re: s22 & Lease of Pt of
Sect 18, Blk 5 N.R. U.W.

Under separate cover I have this day forwarded to you above
lease duly executed by s22 and I herewith enclose
you his cheque for \$60.00 first years rental

Yours Truly

Cheque to Gov. Agreement in Safe
cheque incl

157470

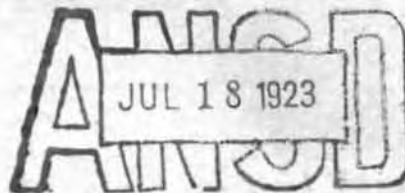
Mr Hood
Lease is in order for Minister
completion
20/7/23

J. D. Kennedy

Barrister.



DEPUTY MINISTER PUBLIC WORKS



Telephone 124

4613

Copied by Clerk and Librarian

New Westminster, B. C.,

July 5th /23



THE Honourable

The Minister of Public Works

Victoria.B.C.

Sir

re s22 and lease to him of
portion of Sect 18, Blk 5, NR2W

s22

has asked me to write you with reference to above
lease, which along with duplicate was sent to him the other day
for execution.

At the time of taking this matter up with the Department, he
states that he was assured of a renewal for another 12 year
term, at the expiration of the present term of 12 years.

I would call your attention to the fact that he will have to
expend about \$5000.00 upon this property, all of which goes to
the Lessor at the expiration of the present term, and he cannot
hope to obtain any great revenue from the place for at least
two years to come. Under these circumstances, he requests, that
at the end of the present term, an option for renewal for another
term of twelve years be given him, at a rental not more than the
double the present rental of \$60.00 per year. Kindly take this
matter into consideration and let me hear from you

Yours Respectfully

156986

J. D. Kennedy
DEPY.

June 30th, 1923.

New Westminster District.

Conveyance of 2.78 acre portion of land
Pt. Section 16, Block 5, North, etc.

Sir:

In the absence of the Honourable the
Minister, I have to acknowledge receipt of yours
of the 23rd instant, re the above matter. From
the enclosed copy of letter to s22 you will
note that the agreement has been forwarded to him
for signature.

Yours obediently,

Public Works Engineer.

A. D. Paterson, M.P.P.,
Ladner, B. C.

FIM:NP

Encl:

June 30th, 1923.

New Westminster District.

Conveyance of 2.78 acre portion of land
Pt. Section 18, Block 5, North, etc.

Sir:

Referring to yours of the 28th ultimo, to the Honourable the Minister, I now beg to advise that an Order-in-Council has been approved on the 27th instant, authorizing the lease to you of the above portion of land on the conditions stated in the enclosed agreement.

Kindly have the agreement together with the plans, signed and witnessed and Form "R" executed. Both copies of the agreement should be returned for completion by the Honourable the Minister.

Before any construction work is commenced on the garage, we should like to have a copy of the plans and any specifications therefor, so that same can be approved by the Public Works Engineer.

Yours obediently,

Public Works Engineer.

s22

PLM:EP

ENC 13

Draft

THIS INDENTURE

Made the day of in the year of Our Lord
One thousand nine hundred and twenty-three

IN PURSUANCE OF THE "LEASEHOLDS ACT"

BETWEEN:

THE HONOURABLE THE MINISTER OF
PUBLIC WORKS for the Province
of British Columbia

(hereinafter called the "Lessor"
of the ONE PART)

- AND -

s22 of South Westminster
in the said Province

(hereinafter called the "Lessee"
of the SECOND PART)

THIS INDENTURE WITNESSETH, that, in consideration of the mutual
covenants and conditions herein contained the Lessor and Lessee
agree as follows:-

(1) The said Lessor doth demise unto the said Lessee
his heirs, executors, administrators and assigns ALL AND
SINGULAR that certain parcel or tract of land situate, ly-
ing and being in the Province of British Columbia, and con-
sisting of a portion of Section 18, Block 5 North, Range
2 West, Township 38 West of the Coast Meridian, as the said
section is shown upon a plan of Sections 7 and 18 of the
said Block in the said township, approved and confirmed by
E. Deville, Surveyor-General of Dominion Lands, on the 2nd
day of May, 1910, which said parcel may be more particularly
described as follows:-

Commencing at a point in the North-easterly limit of
Scott Road (formerly Bridge Street) said point being

distant thirty-three and seventy-three hundredths (33.73) feet, more or less, No. $39^{\circ} 02'$ W. and one-hundred and eleven and forty-one hundredths (111.41) feet, more or less, N. $37^{\circ} 49'$ E. from the intersection of the south-easterly limit of said Scott Road with the north-easterly boundary of Lot 2, Group 2, Crown Grant; thence along the north-easterly limit of said Scott Road and bearing N. $39^{\circ} 02'$ W. a distance of three hundred and sixty-eight and two tenths (368.2) feet, more or less; thence No. $25^{\circ} 27'$ E. ninety-five and sixty-two hundredths (95.62) feet, more or less, to the south-westerly limit of the Trans-Provincial Highway; thence along the south-westerly limit of said Trans-Provincial Highway and bearing N. $89^{\circ} 51'$ E., a distance of four hundred and eighty and eight tenths (480.8) feet, more or less; thence S. $37^{\circ} 49'$ W. four hundred and seventy-three (473.0) feet more or less, to the point of commencement, containing by admeasurement two and seventy-eight hundredths (2.78) acres, more or less, as shown outlined in red on plan hereto attached.

From the 1st day of ^{July} June, 1923 for the term of twelve (12) years thence ensuing yielding therefor during the said term the rent of Sixty (\$60.00) Dollars per annum payable in advance. The first payment to be made on the execution of this indenture.

(2) The said Lessee Covenants with the said Lessor to pay rent and to pay taxes, and the Lessee shall immediately after the execution of this Indenture fill in and gravel the area indicated by the Letter "A" on the said plan in such a manner that the said area shall be on a level with the Trans-Provincial Highway and the Scott Road.

1 (3) And the said Lessee further Covenants to keep the said area clear from any obstruction so as not to disturb the public use of same

(4) The Lessee shall complete the levelling and filling in of the said area within ^{sixty days} days after the execution of this Indenture and to the satisfaction of the

Public Works Engineer of the said Province.

(5) The Lessee shall construct a gasoline supply station and public lavatories on the premises hereby demised, and the Lessee shall complete the said supply station and public lavatories within *thirty* days after the execution of this Indenture and to the satisfaction of the said Engineer.

(6) The Lessee shall erect a woven wire fence on the boundaries of the lands hereby demised immediately after the execution of this Indenture and the said fence shall be constructed to the satisfaction of the said Engineer.

(7) The Lessee shall keep the buildings and premises in good repair and condition, *and shall not erect any buildings on the premises save as provided in paragraph five, without the consent of the said Engineer*
AND the said Lessor may enter and view the state of repair;

AND that the said Lessee will repair according to notice;

AND the Lessee will not assign without leave;

AND will not sub-let without leave;

AND that he will leave the premises in good repair.

(8) The Lessor shall have the right and without compensation to the Lessee his heirs, executors, administrators and assigns at any time during the currency of this Indenture to take and acquire a sixty-six (66) foot strip along the Southeast boundary of the lands hereby demised for the purpose of providing a road connecting the Trans-^{Provincial} Pacific Highway to the Scott Road.

(9) And it is hereby agreed and declared that all erections buildings and improvements hereafter put on the said lands shall [in addition to other fixtures thereon) thereupon become fixtures and part of the realty.

PROVISO for re-entry by the said Lessor on non payment of rent and non performance of covenants.

The Lessee Covenants with the said Lessor for quiet enjoyment.

DESCRIPTION of a 2.79 acre portion of Section 18, Block 5 North, Range 2 West, Township 38, West of Coast Meridian.

✓ ALL AND SINGULAR that certain parcel or tract of land situate, lying and being in the Province of British Columbia, and consisting of a portion of Section 18, Block 5 North, Range 2 West, Township 38 West of the Coast Meridian, as the said section is shown upon a plan of Sections 7 and 18 of the said Block in the said township, approved and confirmed by E. Deville, Surveyor-General of Dominion Lands, on the 2nd day of May, 1910, which said parcel may be more particularly described as follows:--

COMMENCING at a point in the North-easterly limit of Scott Road (formerly Bridge Street) said point being distant thirty-three and seventy-three hundredths (33.73) feet, more or less, No. $39^{\circ} 02' W$, and one-hundred and eleven and forty-one hundredths (111.41) feet, more or less, N. $37^{\circ} 49' E$, from the intersection of the south-easterly limit of said Scott Road with the north-easterly boundary of Lot 2, Group 2, Crown Grant; thence along the north-easterly limit of said Scott Road and bearing N. $39^{\circ} 02' W$, a distance of three hundred and sixty-eight and two tenths (368.2) feet, more or less; thence No. $25^{\circ} 27' E$, ninety-five and sixty-two hundredths (95.62) feet, more or less, to the south-westerly limit of the Trans-Provincial Highway; thence along the south-westerly limit of said Trans-Provincial Highway and bearing N. $89^{\circ} 51' E$, a distance of four-hundred and eighty and eight

tenths (480.8) feet, more or less; thence S. 37° 49' W,
four hundred and seventy-three (473.0) feet, more or less,
to the point of commencement, containing by admeasurement
two and seventy-eight hundredths (2.78) acres, more or
less, as shown outlined in red on plan hereto attached.

Draft Order-in-Council.

the following lands
~~That~~ ~~WHEREAS~~ by P. C. 809 of the Privy Council of Canada dated May 5th, 1923, the Government of British Columbia was permitted to purchase from the Department of the Interior, Ottawa, a 2.89 acre parcel of land lying near the New Westminster Bridge approach being part of Section 18, Block 5 N. R. 2 W., Township 38, W. C. M. New Westminster District, said parcel being required by the Department of Public Works for elimination of intersection of two main highways and for the possible extension of the Scott Road.

AND WHEREAS the entire portion of the said parcel of land is not presently required for highway purposes and is unlikely to be needed for some years to come.

AND WHEREAS under Section 44 of the "Public Works Act, Chapter 189, Statutes of British Columbia 1911, any real property no longer required for the use of any Public work may be leased under the authority of the Lieutenant Governor-in-Council.

AND WHEREAS ^{s22} British Columbia owner of portion of the adjacent properties has applied for a lease of portion of the said parcel of land partly for the purpose of constructing public conveniences in connection with a Gasoline Service Station, and partly for putting this unimproved parcel of land in a state of cultivation. 1927.

That
AND TO RECOMMEND the Honourable the Minister of Public Works be authorized to lease portion of the said parcel of land as hereinafter described to the said ^{s22} for a period not exceeding twelve ^{s22} (12) years subject to the following terms and conditions.

(1) Payment in advance of a rental of not less than \$60.00 per annum.

(2) Payment of all taxes on property.

(3) Fencing of said parcel of land to the satisfaction of the Department of Public Works.

(4) Public lavatories and conveniences of approved designs, to be erected in connection with a Gasoline Service Station at the expense of the lessor.

And I recommend that the said parcel of land be leased to the said person in accordance with the terms and conditions of the draft lease attached hereto and that the said person be authorized to execute a lease of the said parcel of land to the said person in accordance with the terms and conditions of the draft lease attached hereto.
^{s22}
^{s22}

4623



Copy of Minute

JUN 27 1923

Approved *MY*

report

THAT an application has been made by ^{s22} in the Province of British Columbia for a lease of 2.78 acres lying near the New Westminster bridge approach being part of Section 18, Block 5, North, Range 2 West, Township 38, New Westminster District and more particularly described in the draft lease attached hereto for the purpose of constructing and operating a gasoline supply station and public lavatories.

THAT the said parcel is not required by the Government for public work purposes.

AND TO RECOMMEND

THAT under the authority of Section 44 of the "Public Works Act" the Honourable the Minister of Public Works be authorized to execute a lease of the said premises to the said ^{s22} in accordance with the terms and conditions contained in the draft lease hereinbefore referred to.

DATED this 26th

day of June

A.D. 1923

"John Oliver."

for Minister of Public Works

APPROVED this

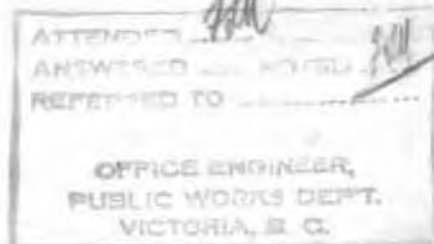
26th

day of June

A.D. 1923

"John Oliver."

Presiding Member of the Executive Council.



156617

T H I S I N D E N T U R E

Made the day of in the year of Our Lord
One thousand nine hundred and twenty-three

IN PURSUANCE OF THE "LEASEHOLDS ACT"

BETWEEN

THE HONOURABLE THE MINISTER OF
PUBLIC WORKS for the Province
of British Columbia

(Hereinafter called the "Lessor"
of the ONE PART)

- AND -

^{s22}
in the said Province

(Hereinafter called the "Lessee"
of the SECOND PART)

THIS INDENTURE WITNESSETH, that, in consideration of the mutual covenants and conditions herein contained the Lessor and Lessee agree as follows:-

(1) The said Lessor doth demise unto the said Lessee his heirs, executors, administrators and assigns ALL AND SINGULAR that certain parcel or tract of land situate, lying and being in the Province of British Columbia, and consisting of a portion of Section 18, Block 5 North, Range 2 West, Township 38 West of the Coast Meridian, as the said section is shown upon a plan of Sections 7 and 18, of the said Block in the said township, approved and confirmed by E. Deville, Surveyor-General of Dominion Lands, on the 2nd day of May, 1910, which said parcel may be more particularly described as follows:-

Commencing at a point in the North-easterly limit of Scott Road (formerly Bridge Street) said point being

distant thirty-three and seventy-three hundredths (33.73) feet, more or less, No. 39° 02' W. and one-hundred and eleven and forty-one hundredths (111.41) feet, more or less, N. 37° 49' E. from the intersection of the south-easterly limit of said Scott Road with the north-easterly boundary of Lot 2, Group 2, Crown Grant; thence along the north-easterly limit of said Scott Road and bearing N. 39° 02' W. a distance of three hundred and sixty-eight and two tenths (368.2) feet, more or less; thence No. 25° 27' E. ninety-five and sixty-two hundredths (95.62) feet, more or less, to the south-westerly limit of the Trans-Provincial Highway; thence along the South-westerly limit of said Trans-Provincial Highway and bearing No. 89° 51' E., a distance of four hundred and eighty and eight tenths (480.8) feet, more or less; thence S. 37° 49' W, four hundred and seventy-three (473.0) feet more or less, to the point of commencement, containing by admeasurement two and seventy-eight hundredths (2.78) acres, more or less, as shown outlined in red on plan hereto attached.

From the 1st day of July, 1922 for the term of twelve (12) years thence ensuing yielding therefor during the said term the rent of Sixty (\$60.00) Dollars per annum payable in advance. The first payment to be made on the execution of this indenture.

(a) The said Lessee Covenants with the said Lessor to pay rent and to pay taxes, and the Lessee shall immediately after the execution of this Indenture fill in and gravel the area indicated by the Letter "A" on the said plan in such a manner that the said area shall be on a level with the Trans-Provincial Highway and the Scott Road.

(3) And the said Lessee further Covenants to keep the said area clear from any obstruction so as not to disturb the public use of same.

(4) The Lessee shall complete the levelling and filling in of the said area within sixty days after the execution of this Indenture and to the satisfaction of the Public Works Engineer of the said Province.

(5) The Lessee shall construct a gasoline supply station and public lavatories on the premises hereby demised, and the Lessee shall complete the said supply station and public lavatories within ninety days after the execution of this Indenture and to the satisfaction of the said Engineer.

(6) The Lessee shall erect a woven wire fence on the boundaries of the lands hereby demised immediately after the execution of this Indenture and the said fence shall be constructed to the satisfaction of the said Engineer.

(7) The Lessee shall keep the buildings and premises in good repair and condition and shall not erect any buildings on the premises, save as provided in paragraph five, without the consent of the said Engineer.

AND the said Lessor may enter and view the state of repair;

AND that the said Lessee will repair according to notice;

AND the Lessee will not assign without leave;

AND will not sub-let without leave;

AND that he will leave the premises in good repair.

(8) The Lessor shall have the right and without compensation to the Lessee his heirs, executors, administrators and assigns at any time during the currency of this Indenture to take and acquire a sixty-six (66) foot strip along the Southeast boundary of the lands hereby demised for the purpose of providing a road connecting the Trans-Provincial Highway to the Scott Road.

(9) And it is hereby agreed and declared that all erections buildings and improvements hereafter put on the said lands shall (in addition to other fixtures thereon) thereupon become fixtures and part of the realty.

PROVISO for re-entry by the said Lessor on non payment of rent and non performance of covenant.

The Lessee Covenants with the said Lessor for quiet enjoyment.

Area to be filled in and gravelled
marked "A" and hatched in blue

TRANS-PROVINCIAL HIGHWAY

Area
to be leased outlined
in Red.

This Area to be cleared,
underdrained, cultivated & fenced.

PART SEC.
2.78 AC

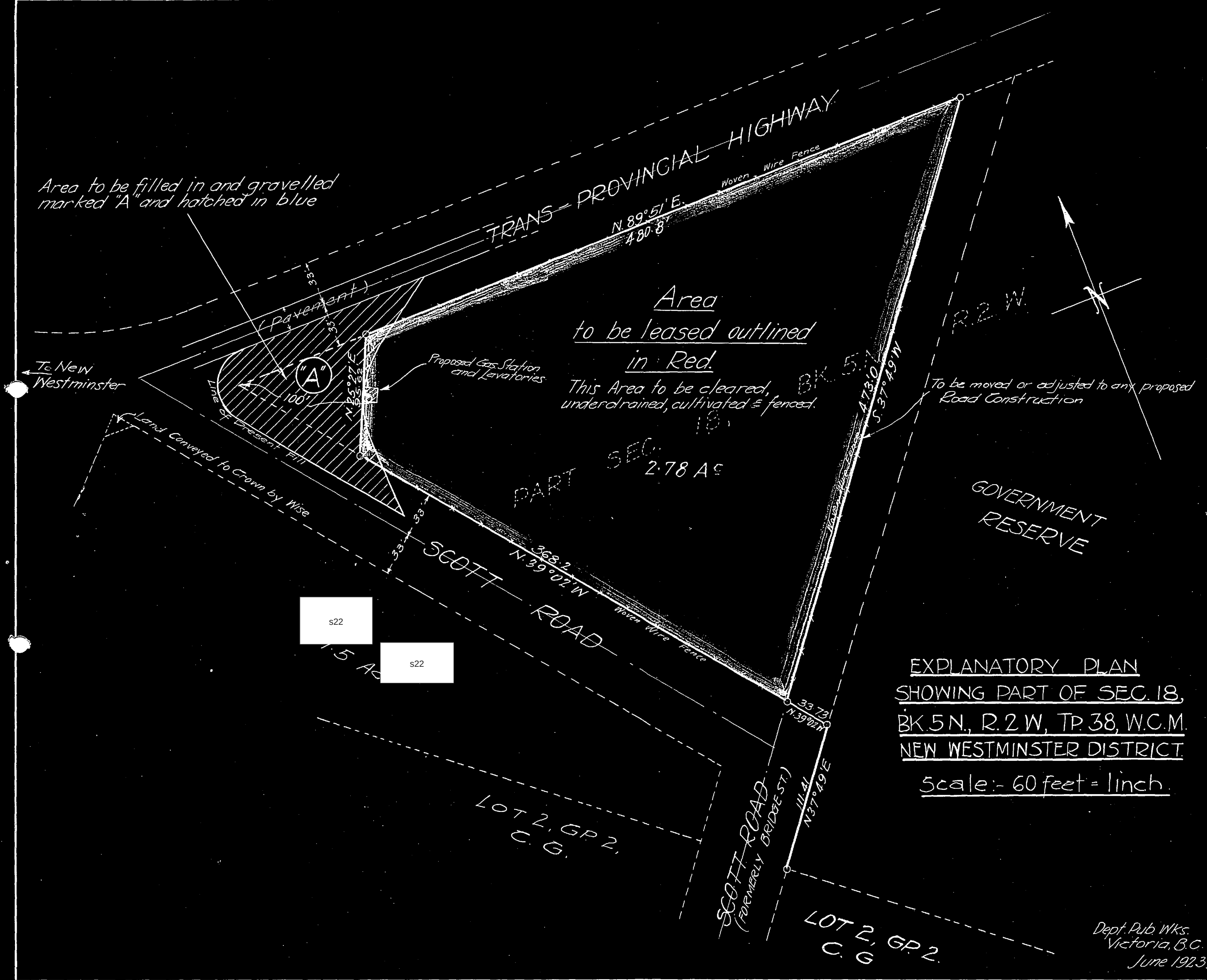
To be moved or adjusted to any proposed
Road Construction

GOVERNMENT
RESERVE

EXPLANATORY PLAN
SHOWING PART OF SEC. 18,
BK. 5 N., R. 2 W., TP. 38, W.C.M.
NEW WESTMINSTER DISTRICT.

Scale: - 60 feet = inch.

Dept. Pub. Wks.
Victoria, B.C.
June 1923.



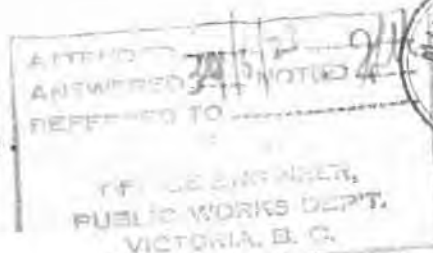


4675

Ladner, B.C.

June 23, 1923

Hon. Dr. Sutherland,
Victoria, B.C.



Dear Sir:

Mr.

s22

telephoned wanting to

know if the lease on the corner next to the
Pacific Highway was signed up.

In our conversation while I was in
Victoria a few weeks ago, it was to the effect
that he was to get a lease for twelve years
with the option of re-newal at a rental of \$60.
a year, which was agreed to. He is very anxious
to get to work and prepare the ground but he does
not like to make a start until the lease is signed.

If it is ^{not} in order, I believe it would
be well to have it finished up so he can get to
work.

Not wishing to trouble you so much,
I remain.

156542 Yours truly,

A. S. Patterson

DEPT.



MEMORANDUM

INSPECTOR OF LEGAL OFFICES.

TO The Public Works Engineer.

VICTORIA, B.C. June 19th, 1923.

I have looked over the draft Order in Council you handed me this morning in connection with the proposed lease from the Minister of Public Works to s22 I do not think there is any necessity of reciting the acquirement of these lands from the Dominion Government, nor is it necessary to set out in the Order the terms of the lease.

A revised form of an Order is submitted herewith.

HJC/FD
Encl.

INSPECTOR OF LEGAL OFFICES.

ATTACHED	FILED
ANSWERED	INDEXED
REFERRED TO	
OFFICE OF THE PUBLIC WORKS DEPT. VICTORIA, B. C.	

156087

Respectfully Submitted

O.E.



MEMORANDUM

TO The Deputy Minister of Public
Works.

VICTORIA, B.C. June 7th, 1923.

Herewith draft Lease in duplicate from the Minister
of Public Works to s22 for your approval.

The draft I think covers "inter alia" all the points
dealt with in the letter from the Honourable the Premier from the
Honourable the Minister of Public Works dated the 23rd of May, last.
The Lease should be executed by both parties and by the Lessor under
the authority of an Order in Council. In this connection I would
draw your attention to Section 44 of the "Public Works Act" and
particularly to the proviso contained in that Section.

ANSWERED.....	NOTED.....
REFERRED TO.....	
3-7-23	
OFFICE ENGINEER, PUBLIC WORKS DEPT VICTORIA, B. C.	

HJC/FD
Encl

INSPECTOR OF LEGAL OFFICES.

Yan /ik L...
H. J. C.

155499

Q.E.

June 8th, 1923.

New Westminster District
Conveyance of 2.89 acre portion Sec.18

Sir:

With reference to your letter of March 7th, 1922, file 32676 BCL; we forwarded you the cheque for \$115.60 on March 31st, and received an acknowledgment April 6th. Would you kindly advise when the title to the land may be expected.

Yours obediently,

Public Works Engineer.

Grier Wylde, Esq.,
Supt. B. C. Lands Branch,
Ottawa, Ontario.

AH:AW



VICTORIA

1 9 2 3
May 23rd

MEMO FOR THE HON. MINISTER OF PUBLIC WORKS:

My dear Colleague:

Re Application of ^{s22} to lease a Triangular Piece of Land
^{s22} Lying Between the Pacific Highway and the
Scott Road at South Westminster.

I can see no valid objection to the granting of a lease of this particular piece of land, conditioned that ^{s22} at his own cost, fills in and gravels the northerly point of this triangle as indicated on the plan shown to me, and which I have marked as being attached to this letter. This filling in and gravelling of course should be to the level of both the Pacific Highway and the Scott Road, and there should be no obstructions on this filled-in portion to prevent it being traversed by the general public using either one or the other of these roads. ✓

In reference to the proposed gas station and lavatories, I think the construction of these at this point would be a public convenience, but the lease should be conditioned that any structures placed here should have the approval of the Engineer of the Public Works Department, before the same are allowed to be built, and that after construction, they should be maintained in proper condition, also to the satisfaction of the Public Works Engineer.

Of the area proposed to be surrounded by woven wire fence, it should be a condition of the lease that no buildings should be put on this area except with the specific approval of the Engineer of the Public Works Department, and I think it would be as well if, on the south side of this triangle, provision were made that the Department of Public Works would have the right, at any time during the continuance of the lease, and without compensation beyond the cost of moving the fence, to resume possession of a strip not exceeding

155161

66' in width, for the purpose of connecting the Pacific Highway with the Scott Road, without having to go round the northern point of the triangle. It is not likely that this road will be opened for many years, if at all, but in making this suggestion, I am trying to remove any possible objections there might be towards the granting of this lease.

As to the length of the lease, this will of necessity have to be over a fairly long period of years in order to allow ^{s22} to recoup himself for his expenditure. However, this is a matter very largely for the discretion of your Department.

Conditioned on the foregoing, I would recommend that the lease be granted.

Yours very truly,

J. M. Oliver

Area Proposed to be filled in and
Gravelled Colored Blue

Pacific Highway

50°09' E

480.8
Woven Wire Fence

(pavement)

To New
Westminster

Proposed Gas Station
and Lavatories

Area
Proposed to be

Leased Outlined in

Red 2.78 acres

This area to be cleared
under drained and cultivated
also fenced

To be moved or adjusted to any proposed
Road Construction

This is the plan referred to in
my memo to the Minister of
Public Works dated May 23
1923

John Oliver

— PLAN —

— SHOWING —

PART OF SEC. 18 B. 5 N. R. 2 W., N.W.D

PROPOSED TO BE LEASED

— Scale: 1" = 60' —



s22
May 28th. 1923.



The Honourable

The Minister of Public Works.

Victoria B.C.

Sir:-

I enclose herewith in accordance with request from your department a plan of Building proposed to be erected by me at the junction of Pacific Highway and Scott Road as South Westminster.

It seems to me that in order to ensure to the public for purposes of traffic the area area included by the Inner Highway limits and the front line of this building proper, that a clause should be inserted in the lease prohibiting the erection of any structure other than the shelter extension here shown on any part of this area, and to the effect that this area is to be reserved by the Government for such purposes only, the clause to also cover the point that permission is granted to me to erect the shelter as shown on the area in question.

Yours truly.

s22

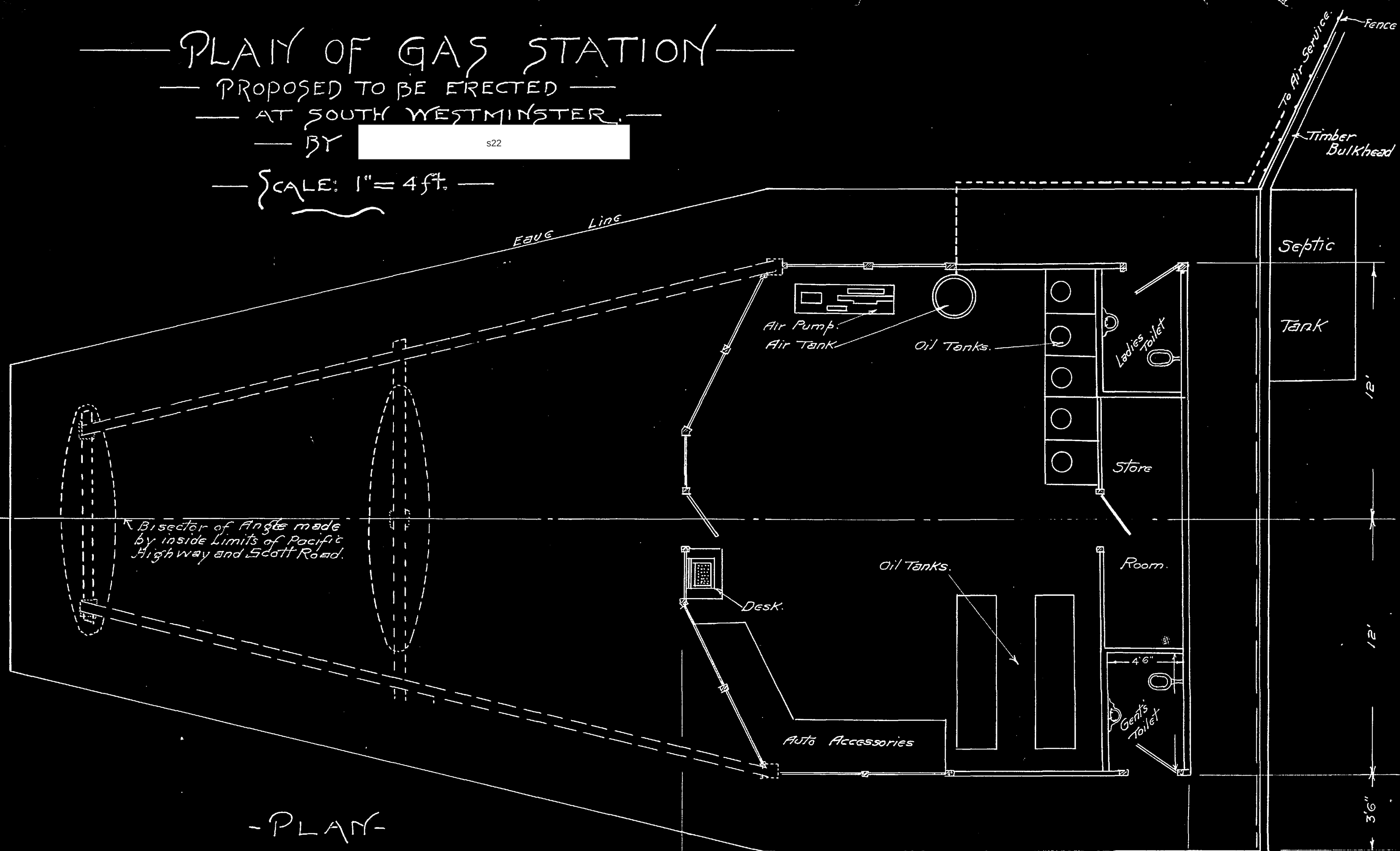


DEPT.

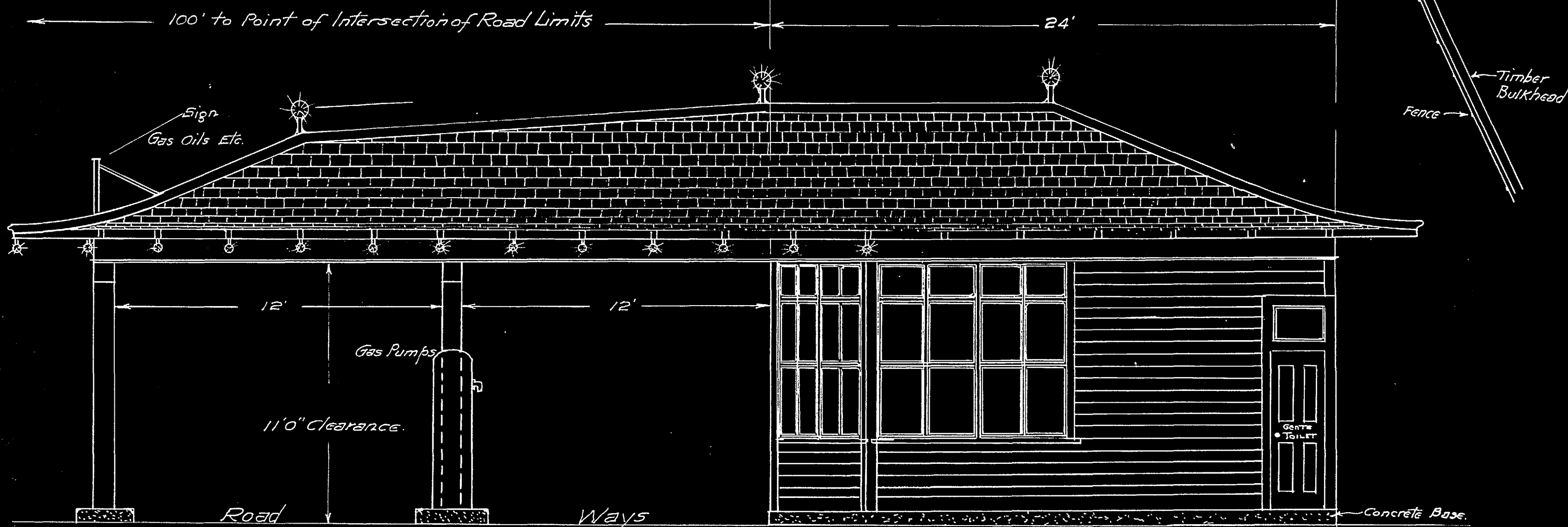
55115

— PLAN OF GAS STATION —

— PROPOSED TO BE ERECTED —
 — AT SOUTH WESTMINSTER. —
 — BY [REDACTED] —
 — SCALE: 1" = 4 ft. —



— PLAN —



— SIDE ELEVATION —

4623.

May 30, 1923.

New Westminster District

Memo. to the Departmental
Solicitor.

I beg to enclose herewith copy of communication from the Honourable, the Premier, regarding the purchase of lots in Block "M". City of New Westminster.

Will you kindly take the matter of legislation in hand.

I herewith return plan that was attached to your communication to us dated 14th inst.

Deputy Minister of Public Works.

JEG:MF
Encls.2.



VICTORIA

1 9 2 3
May 29th

MEMO FOR THE HON. MINISTER OF PUBLIC WORKS:

Re Proposed Purchase of Lots 6 to 43 Inclusive, Block "M" City of New Westminster.

My dear Colleague:

I beg to advise you that the Executive Council to-day approved of the proposed purchase of the above mentioned lots for a consideration of \$20,000.

It appears, from a Memo of the Departmental Solicitor, dated the 14th inst., that legislation will be required, authorizing the City to sell these lots to the Government, and in view of this opinion, the Executive decided that the Mayor of New Westminster City should be advised that the Government is prepared to purchase these lots for the sum of \$20,000., and at the next session of the Legislature to promote legislation enabling the City to dispose of these lots to the Government for the price named.

It would be in order for the City of New Westminster and the proper Department (I am not sure whether it would be the Public Works or the Lands Department through which this purchase should be made) to co-operate in having the necessary papers prepared and the necessary legislation drafted. It would also be in order for your Department to advise the Mayor of New Westminster of the decision of the Executive in this matter.

Yours very truly,

John Oliver

155103

May 17th. 1923.



The Minister of Public Works.

MAY 19 1923

Victoria B.C.

I am enclosing herewith a Sketch showing the land in Section 18 B.5 N.R.2 W. New Westminster Dist. proposed to be leased by me.

You will note that on the plan portions of the Scott Road and Pacific Highway are shown and also an area at the junction proposed to be filled and gravelled by me, all necessary drainage facilities being provided.

This area for improvement is shown on the plan colored Blue. Also is shown here proposed gas station, and it is my intention to provide ladies and gentlemen toilet facilities for public use.

You will readily understand that the work if properly carried out, and I am willing to undertake that this will be done, will be a great improvement at this point, doing away with the brush and general debris which seems to continually accumulate here.

As to eliminating the danger due to drivers not having a proper view of the situation at this intersection I am satisfied that the situation will be much improved in this regard as a much clearer view will be obtained from one road to the other.

As to the remaining area proposed to be leased shown on plan colored Red, I propose to clear, fence, underdrain and cultivate this, which will undoubtedly improve the general view from one road to the other as well as the appearance of the property.

Yours truly,

I Enclos.

DO NOT WRITE ABOUT MORE THAN
ONE SUBJECT IN THE SAME LETTER
ADDRESS YOUR REPLY
"SUPERINTENDENT B. C. LANDS
DEPARTMENT OF THE INTERIOR."

DEPARTMENT OF THE INTERIOR



4623
IN YOUR REPLY
PLEASE QUOTE THIS
FILE NO.

32676 BCL



RWM/PQ

BRITISH COLUMBIA LANDS BRANCH

OTTAWA, May 14, 1923.

Sir,

I beg to enclose herewith a copy of an Order in Council dated 5th May, 1923, permitting the transfer of a 2.89 acre parcel of land lying near the New Westminster Bridge Approach in township 38, W.C.M., to the Government of the Province of British Columbia.

Your file dealing with this matter is No. 4623.

Your obedient servant,

Grier Wyld
Grier Wyld,
Superintendent.

E. Phillips, Esq.,
Engineer, Department of Public Works,
Victoria,
British Columbia.



154520

U.E.

P.C. 809

Certified copy of a Report of the Committee of the Privy
Council, approved by His Excellency the Governor

Privy
Council
Canada

General on the 5th MAY 1923.

The Committee of the Privy Council have had before them a report, dated 1st May, 1923, from the Minister of the Interior, stating that the Government of the Province of British Columbia was permitted in January, 1922, to purchase at the rate of \$40.00 an acre from the Department of the Interior a parcel of land containing 2.89 acres lying near the New Westminster Bridge Approach in township 38, west of the Coast meridian, the said parcel of land being required to eliminate bad intersections of two main highways; also for the purpose of the possible extension of the Scott Road to the Pacific Highway and to obviate the possibility of the land being built upon and so obstructing the view of the travelling public.

The necessary payment for the said land having been made by the provincial authorities, the Minister recommends that the sale thereof be confirmed and that the said parcel of land be transferred to the Province of British Columbia subject to the usual reservations contained in ordinary letters patent in respect of navigable waters, mines and minerals, water rights and springs. The said parcel or tract of land is situate in section eighteen of block five north, in range two west, in township numbered thirty-eight west of the Coast meridian, in the Province of British Columbia, as the said section is shown upon a plan of sections seven and eighteen of the said block in the said township, approved and confirmed by E. Deville, Surveyor General of Dominion Lands, on the second day of May, one thousand nine hundred and ten, and which may be more particularly described as follows:

The Honourable,
The Minister of the Interior,

15-7562
see letter

Commencing at a point in said section eighteen situate at an angle in the easterly limit of Bridge Street (now known as Scott Road), which said point lies one chain, sixty-eight links and eight-tenths of a link, more or less, measured northeasterly along the southeasterly limit of said Bridge street from its intersection with the northeasterly boundary of lot two, group two, Crown Grant; thence northeasterly along the production of the said southeasterly limit of said Bridge Street a distance of seven chains, sixty-five links, and nine-tenths of a link, more or less, to its intersection with the southerly limit of a surveyed road along the north boundary of said section eighteen, the said road being now known as the Trans-Provincial highway; thence westerly along the said southerly limit of the said highway a distance of nine chains, fifty-eight links, and one-tenth of a link, more or less, to its intersection with the northeasterly limit of said Bridge street; thence southeasterly along the said northeasterly limit a distance of seven chains and seventy-five links, and seven-tenths of a link, more or less, to the point of commencement, containing by admeasurement two acres and eighty-nine hundredths of an acre, more or less.

The Committee concur in the foregoing recommendation and submit the same for approval.

Sgd: G. G. Kezar.

Asst. Clerk of the Privy Council.

MEMORANDUM

Attorney-General's Office,

RECEIVED

MAY 15 1923

VICTORIA, B. C.

VICTORIA May 14th, 1923.

TO The Deputy Minister of Public Works

re \$20,000. purchase from City of New Westminster.

The property comprised in the above consists of Lots 6 - 43, Block M, City of New Westminster and formed part of what was originally known as the Pleasure Grounds. The Pleasure Grounds were included in certain other lands which were granted the City of New Westminster by the Provincial Government under the New Westminster Lands Act 1884, cap. 26. This Act authorized the City to sell and convey any part of the Reserves so granted and to pass by-laws to determine price and terms of sale, etc. The Reserves were only to be sold at public auction after public advertisement and with the assent of the electors. In 1885 the City of New Westminster passed a by-law setting out the method by which the Reserves in question should be sold and embodied in Schedule B thereto form of Conveyance. This By-law was ratified and confirmed by the New Westminster City Lands Act 1884 Amendment Act 1885, cap. 29. The present title to the property is registered in the Land Registry Office at New Westminster under the official map of the City, No. 2620, and any conveyance will have to be made in accordance with that map and not in accordance with the old plan of Woods & Turner, Land Surveyors, referred to in the form of Conveyance. The City is desirous of obtaining at once the purchase money and suggests that the matter be carried through at once and that an Act be passed at the next session ratifying and confirming the conveyance. To enable this to be done it will be necessary to pass an Order-in-Council sanctioning the proposed scheme citing the intention to ratify the conveyance and authorizing the payment of the Twenty Thousand Dollars.

A further request which is of little importance is made by the City that an easement be reserved out of the grant in respect of Lots 14 and 36. The reserves being right of access to those two Lots for the purpose of enabling the City to renew or repair sewers which pass through those particular Lots.

Another alteration is: The City will convey to the Crown two water lots, Nos. 79 and 82. The Municipal Act, sec. 54 (159) provides that no by-law authorizing the sale or disposal of property at a greater value than \$2,000.00 shall have ~~no~~ effect until the assent of the electors has been obtained in conformity with the requirements of this Act in respect of by-laws for contracting debts. To obviate the necessity of obtaining the assent

154301

DEPT.

of the electors it is proposed to issue ten conveyances and splitting the consideration up into Two Thousand Dollars for each conveyance.

I shall be obliged if you will kindly consider this matter and, if necessary, take it up with the Executive. The City of New Westminster is most anxious to obtain possession of the Twenty Thousand Dollars at the earliest possible moment.

I enclose a map showing the property in question. Kindly return this when further instructing me.

Yours & am Dixie

J. M. Dixie

Departmental Solicitor.

JWD/HS.
Encl. 1.

May 12th, 1923.

Delta District.

Conveyance of 2.89 Portion Section 18, etc.

Sir:

Referring to your letter of the 17th ultimo, your file 9-0-10-2, s22 was advised by the Deputy Minister, that the Department would not lease the property at the junction of the Pacific Highway and Scott Road, as per his application of the 5th instant. Copy herewith.

Yours obediently,

Public Works Engineer.

E. H. Verner, Esq.,
District Engineer,
Court House,
New Westminster, B. C.

FLM:NP

Encl:

4523

May 11, 1923.

New Westminster District

Sir:

Referring to your communication of the 5th inst., I beg to advise that we will not lease the property at the junction of the Pacific Highway and the Scott Road.

Yours obediently,

Deputy Minister of Public Works,

s22

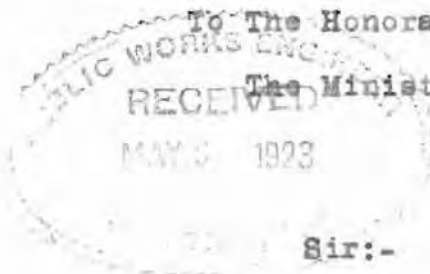
JEG:MF



s22

4623

May 5th. 1923.



To The Honorable,

The Minister of Public Works

Victoria, B.C.

Sir:-

Having been advised by the Superintendent of Lands that the property at the junction of the Pacific Highway and the Scott Road is now under your Department, I hereby beg to make application for a lease of same.

For your information I am herewith enclosing a tracing and legal description of the property.

Yours very truly

VIC

s22

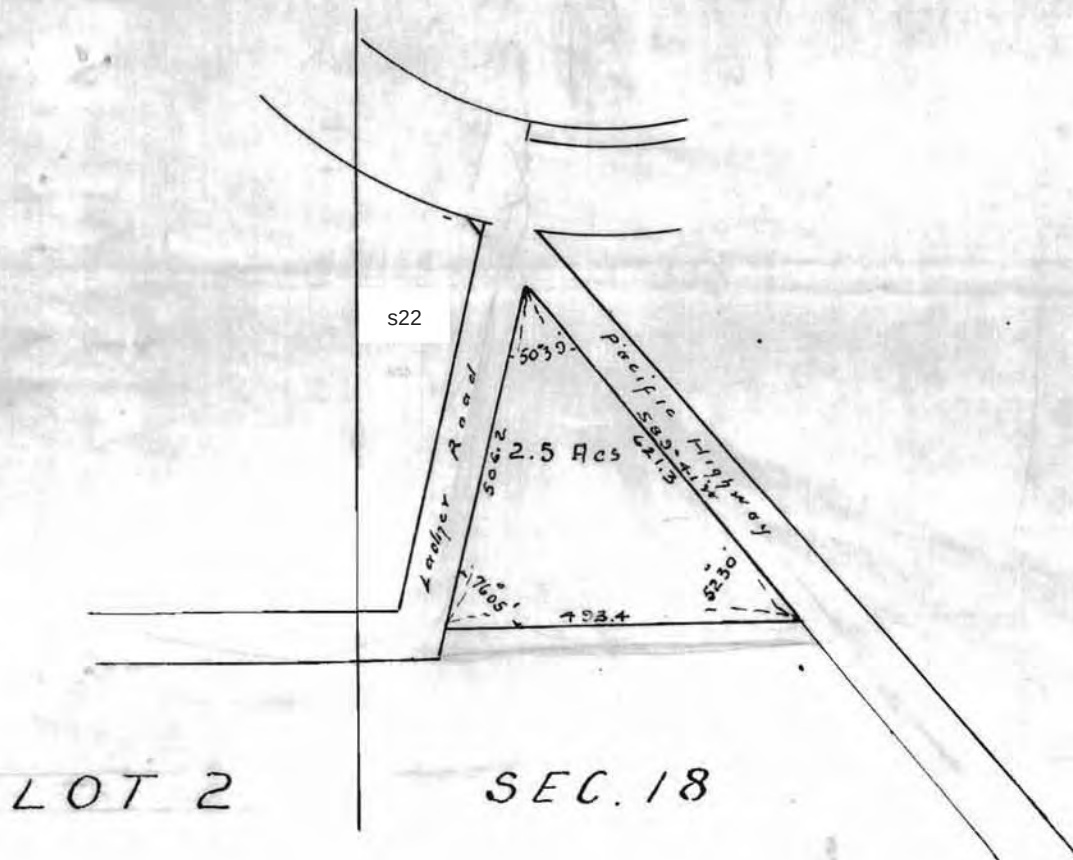
*Consulted Premier
+ Ministers re this
no lease can be
given P. May 10. 23*

153965

DEPT.

-PLAN-
of Part of Section 18 B5.N.R2W.
- N.W.D. -

- Scale 1" = 4 chs. -



ALL AND SINGULAR that certain parcel or tract of land being a part of Section Eighteen (18) Block Five (5) North Range Two (2) West in the District of New Westminster in the Province of British Columbia, more particularly described as follows:

Commencing at the intersection of the South limit of the Pacific Highway with the Northerly limit of the Scott-Ladner Road thence Easterly and along said South limit of the Pacific Highway a distance of Six hundred and twenty one and three tenths (621.3) feet thence on an angle to the Right of One hundred and twenty seven degrees and thirty minutes (127 30') a distance of Four hundred and ninety three and four tenths (493.4) feet more or less to the said Northerly limit of the Scott-Ladner Road, thence South Westerly and along said Northerly limit of said Scott Ladner Road a distance of Five hundred and six and two tenths (506.2) feet more or less to the point of commencement, containing Two and five tenths (2.5) acres be the same more or less.



April 30, 1923.

New Westminster District.
Re Lots 6 to 43, Block M.
Lot 79 to 82, Water Lots.

Memo. to the Honourable,
the Premier.

Referring to your memo. of the 26th inst., we are requesting the City of New Westminster to send us a deed of the property and that upon approval we will remit the sum of \$20,000 in payment thereof. It will be necessary to get the deed before passing the Order-in-Council and special warrant.

Deputy Minister of Public Works.

JEG:MF

April 30, 1923.

New Westminster District.
Re Lots 6 to 43, Block M.,
Lot 79 to 82, Water Lots.

Sir:

Adverting to our communication
of the 3rd January last, if you will send
us a deed of the property, (unconditional)
the Department upon approval will remit you
the sum of \$20,000 in full payment.

Yours obediently,

Deputy Minister of Public Works.

His Worship,
The Mayor of New Westminster,
New Westminster, B.C.

JEG:MF



VICTORIA

1923
Apr. 26th

Your File No. 4623.

MEMO FOR THE DEPUTY MINISTER OF PUBLIC WORKS:

Dear Sir:

Replying to your Memo of even date re purchase of certain lots from the City of New Westminster as mentioned therein, I see no reason for delaying the completion of this transaction. I do not know whether there is a vote from which this money can be drawn, but whether there is or not, I am quite satisfied that this is a matter in respect to which the issuing of a special warrant would be justified.

My understanding is that the conveyance from the City of New Westminster to the Provincial Government will be unconditional as indicated in the nightletter of the Hon. Minister of Public Works to the City Clerk of New Westminster, dated January 5th last.

I would recommend the completion of this arrangement in accordance with the terms indicated.

Yours truly,

John Oliver

153310

DEPY

April 26, 1923.

New Westminster District
Re south approach to Westminster Bridge.

Sir:

Referring to your communication of the 20th inst. regarding proposed change of location of road at the south approach to Westminster Bridge, I am requested to inform you that the Department is not in a financial position to undertake any expenditure in connection with the subject matter at the present time, as there are too many demands for settlers' roads throughout the Province.

Yours obediently,

Deputy Minister of Public Works.

D. Whiteside, Esq.,
213-217 Westminster Trust Bldg.,
New Westminster, B.C.

JEG:MF

April 26, 1923.

New Westminster Assessments.
Paving - Columbia Street

Memo. to the Honourable,
the Premier.

Adverting to your memo. of the 30th November last and our reply dated 28th December, I beg to advise that paragraph 2, first line, should read: "Upon payment of the amount-\$18,007.11," as per attached statement.

Acting upon the strength of your memo. of the 29th December, the Minister authorized that an offer of \$20,000.00 be made; a copy of our communication is herewith attached dated 3rd January. They replied by telegram on 5th January, copy herewith attached, together with our reply of same date.

Deputy Minister of Public Works.

JEG:MF
Encls.